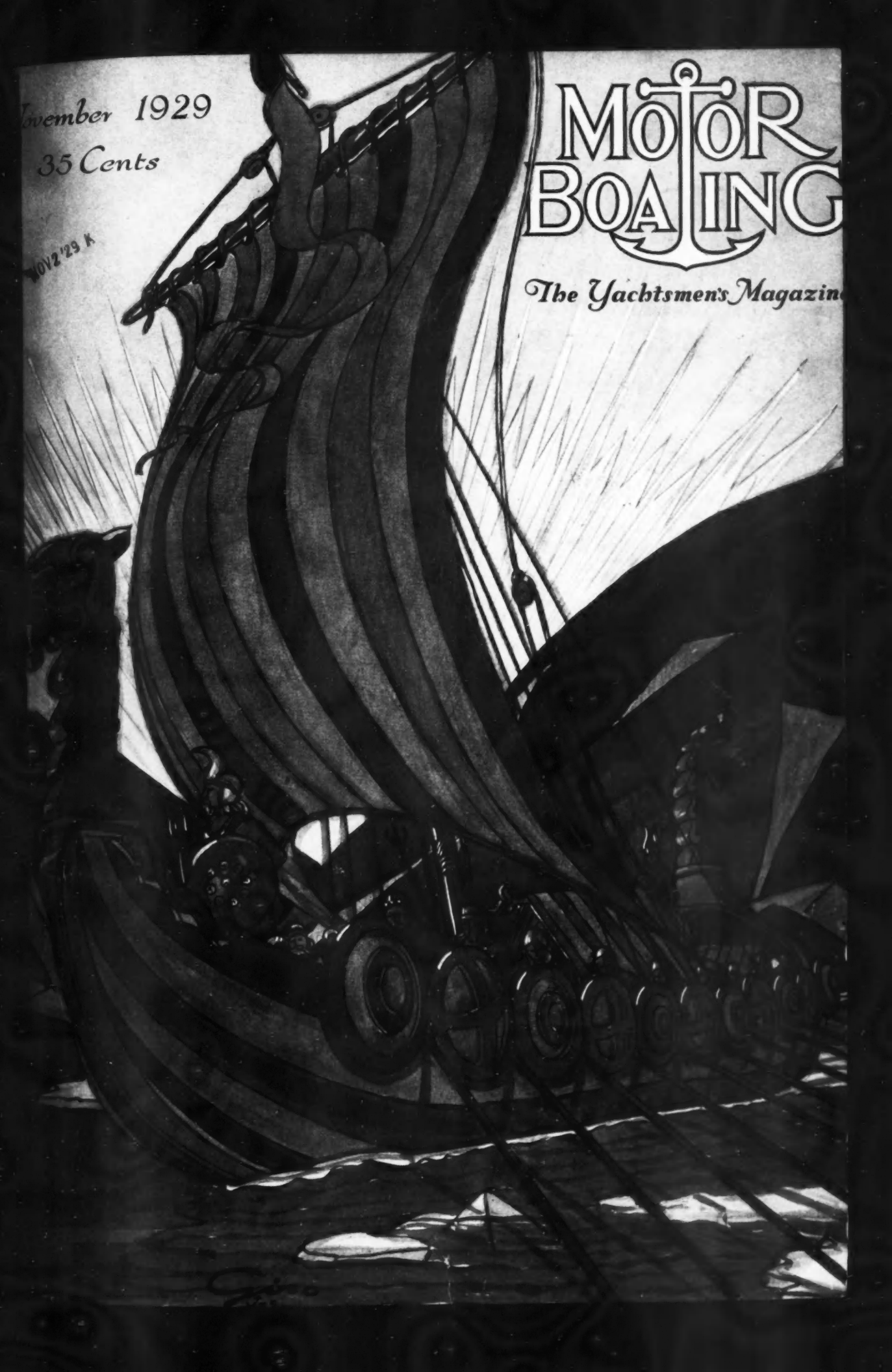

November 1929
35 Cents
NOV 2 '29 K
MOTOR BOATING
The Yachtsmen's Magazine

10 YEARS AGO
TODAY
10 YEARS FROM NOW

10 years ago the commercial world was just awaking to the broad possibilities of Bohnalite—the light alloy that is 62% lighter than iron yet just as strong.

Today Bohnalite has replaced iron in a wide variety of industries because of its many marketing advantages, as well as the ease and economy with which it can be handled in the shop.

10 years from now Bohnalite we believe will be universally used and will be as standard as steel.

Why don't you investigate today? Why wait for tomorrow? Why give your competitors a chance to have "an edge" which your shop and selling organization may enjoy today?

Write for Bohnalite literature. Send samples of your castings with blue prints.

BOHN ALUMINUM & BRASS CORPORATION, DETROIT, MICH.
New York Chicago Philadelphia Cleveland Pittsburgh

CHAS. L. BOHN
The authority on [illegible]

BOHNALITE

62% LIGHTER THAN IRON

another WORLD'S RECORD with DUPLEX MARINE ENGINE OIL

12 continuous hours at 63.17 m. p. h.

Commodore H. B. Greening snapped on the dock at Muskoka

ON September 30th, 1929, in the icy waters of Muskoka Lakes in northern Ontario, Commodore H. B. Greening, Canada's premier sportsman and internationally famous authority on motor boats, established a new world's record of *63.17 miles per hour* (running time) *for 12 consecutive hours*, with his wonder boat, Rainbow VII.

Rainbow is not merely a racing boat. She is a big 35' family runabout, seating eleven comfortably. She is powered with two Gar Wood Liberty engines of 550 horse power each.

Rainbow VII was lubricated with Duplex Marine Engine Oil, grade X. She maintained maximum power throughout the terrible 12 hour grind; in the closing hours of the long day she covered one lap at an average of *69 miles per hour*. She finished the final lap at close to 70 miles per hour!

For four years Commodore Greening has used Duplex Marine Engine Oil because it gives him the same perfect results that it gives Chris-Craft, Gar Wood, Kermath, Scripps, Sterling and 31 other world-famous leaders of the motor boat industry.

"I used Duplex Marine Engine Oil in making my new world's record of 723.9 miles in 12 hours on September 30th, 1929, just as I also used it in 1925 when Rainbow IV made her unbeaten 24 hour record of 1218 miles.

"My action in using Duplex Marine Engine Oil continuously for four years speaks for itself. Duplex has always given me perfect satisfaction."

H. H. Greening

ENTERPRISE OIL COMPANY, Inc.

Established 1884

BUFFALO NEW YORK

Wholesale District Distributors in

New York, Boston, Philadelphia, Cleveland, Detroit, Chicago, St. Louis, Vancouver, San Francisco, Wilmington (Calif.), Houston, Miami and Palm Beach

DEALERS WHEREVER BOATS FLOAT

MOTOR BOATING, November, 1929. Volume XLIV, No. 5. Published monthly at 57th Street at Eighth Avenue, New York, U. S. A., by International Magazine Co., Inc. Yearly subscription price: United States, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second-class matter April 15, 1925, at the Post Office at New York, under the act of March 3, 1879. (Printed in U. S. A.)

And now a masterpiece by **STAPLES, JOHNSON** *----finished, of course, with*

EDWARD SMITH
Paints *and* Varnishes

THE fine old New England traditions which have characterized Staples Johnson craft for so many years are now reflected in The New Marblehead—the standardized cruiser just announced by this well-known firm.

Like practically all of America's builders of fine craft, Staples Johnson Company standardizes on EDWARD SMITH PAINTS and VARNISHES—for ease of application—for beauty of finish—for surfaces which stand up in the face of hardest service—and for ultimate economy and satisfaction to their clients.

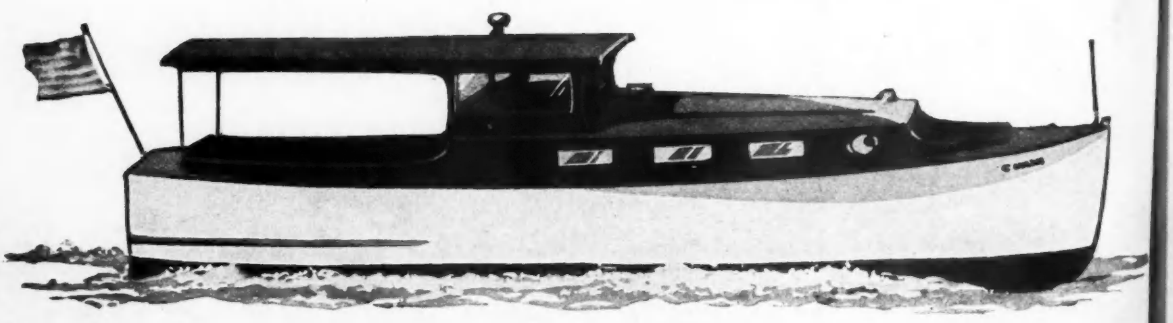
Boat owners will do well to capitalize on the experience of America's greatest boat designers and builders over the past hundred and two years—*insist upon Edward Smith Paints and Varnishes whenever you have your boat refinished.*

LITERATURE AND COLOR CARDS GLADLY SENT UPON REQUEST.

EDWARD SMITH & COMPANY

LONG ISLAND CITY, NEW YORK

Manufacturers of Marine Paints and Varnishes Since 1827



Advertising index will be found on 3rd last page

HYDE
PROPELLERS

Established Two New World's Records at the Detroit Races

MISS AMERICA VIII NOW HOLDS BOTH LAP AND HEAT RECORDS OF THE HARMSWORTH TROPHY RACE

Miss America VII and Miss America VIII—both HYDE-equipped—running neck and neck in the 1929 Harmsworth Races.

In the 1928 Harmsworth Races, Miss America VII was not HYDE equipped. Using HYDE PROPELLERS in the 1929 races, Miss America VII showed an increase of 16.126 miles per hour over her 1928 Harmsworth speed—a demonstration of HYDE EFFICIENCY.

Write for our Booklet, "PROPELLER EFFICIENCY." It contains information of interest to every boat owner.

HYDE WINDLASS COMPANY

BATH, MAINE, U. S. A.

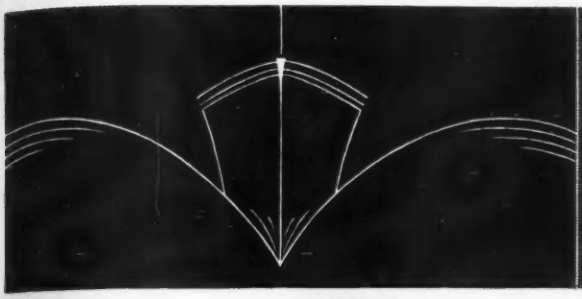
THE NEW SEA-HORSES ARE COMING!

LOOK TO JOHNSON
for revolutionary advances
IN OUTBOARD MOTORS

1930 MODELS

WATCH FOR COMING ANNOUNCEMENTS

Advertising index will be found on 3rd last page



COMING FOR 1930

BOATS

TO MATCH JOHNSON SEA-HORSES

MATCHED UNITS

Will Make Their First Appearance in Outboard Motoring through Johnson Dealers and Distributors

HERETOFORE boats have been made by one industry—outboard motors by another. Yet a perfect mating of a boat and its outboard power plant is as necessary and desirable as the unification of a radio receiver and its speaker, or a motor car body and its engine.

Each year Johnson engineers have realized more and more the need of boats of correct design, lines, size, balance, and capacity, to permit outboard motors to perform to their utmost capacity. We saw that unification would have to come. And we saw that it was only logical that the world's leading makers of outboard motors should be the one to take this important step.

So Johnson engaged boat designers and engineers of distinguished skill. New specifications were drawn, experimental models built and tested. Gradually this process enabled us to standardize on hulls best suited to outboard motoring, and to Johnson Sea-Horses in particular.

Johnson boat models include a complete line and will carry the Johnson guarantee of construction and performance.

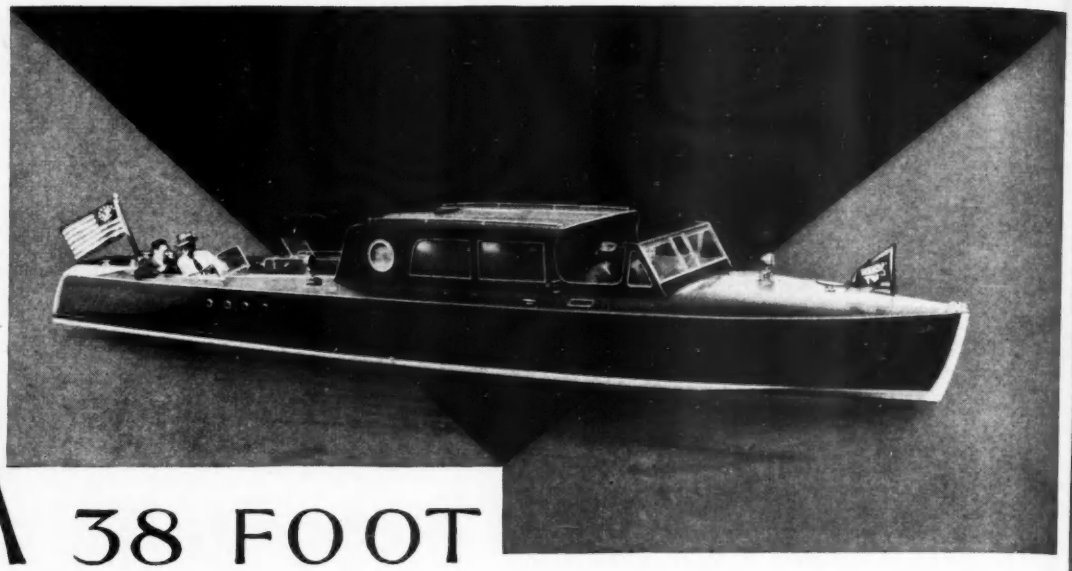
These hulls introduce distinct features, exclusive in both design and construction, and will eliminate the inherent weaknesses that have existed heretofore in small boat construction.

Johnson matched units of boat and motor will establish a new era of durability, comfort and pleasure.

They will be exhibited at motor boat shows, at the offices of our sectional distributors and will be available for delivery beginning January 15, 1930, to the dealers and public.

JOHNSON MOTOR COMPANY, 3095 Pershing Rd., Waukegan, Ill.
In Canada: Canadian Johnson Motor Co., Ltd., Peterboro, Ont.
Distributors for British Columbia: Hoffar's Ltd., Vancouver, B. C.

World's only manufacturers of outboard matched units, and largest makers of outboard motors. Offering exclusively the water-cooled underwater exhaust, rotary valve, and release charger for easy starting



A 38 FOOT TWIN SCREW 42 MILE VEE-BOTTOM CRUISER

by Hacker

Tomorrow's mode is truly reflected in today's presentation of the new Hackercraft cruiser-commuter by John Hacker, N. A. Its smart design introduces an entirely new conception of beauty and cruising comforts. Its stirring driving qualities "click" with a superlative brilliance that is well nigh uncanny.

All boat—this genuine Honduras mahogany 38 footer is without a rival in its speed supremacy, in its safety features, in its breath-taking performance. Think of it! 42.13 miles per hour clocked as the mean average over three different courses — at half open throttle a speed of 26 easy, effortless miles per hour recorded.

Here's a cruiser for action . . . for swift water travel . . . with ideal commuting advantages included to make for sport, speed, safety and real comfort.

The 1930 Hackercraft Series of Fast Mahogony Speed Boats are Presented for Inspection.

24 Footer - $3150
26 Footer - $4475
30 Footer - $5750

See this magnificent model for yourself, or write for complete details and delivery dates. The most impressive performance and value in the entire field of motor boating awaits your appraisal.

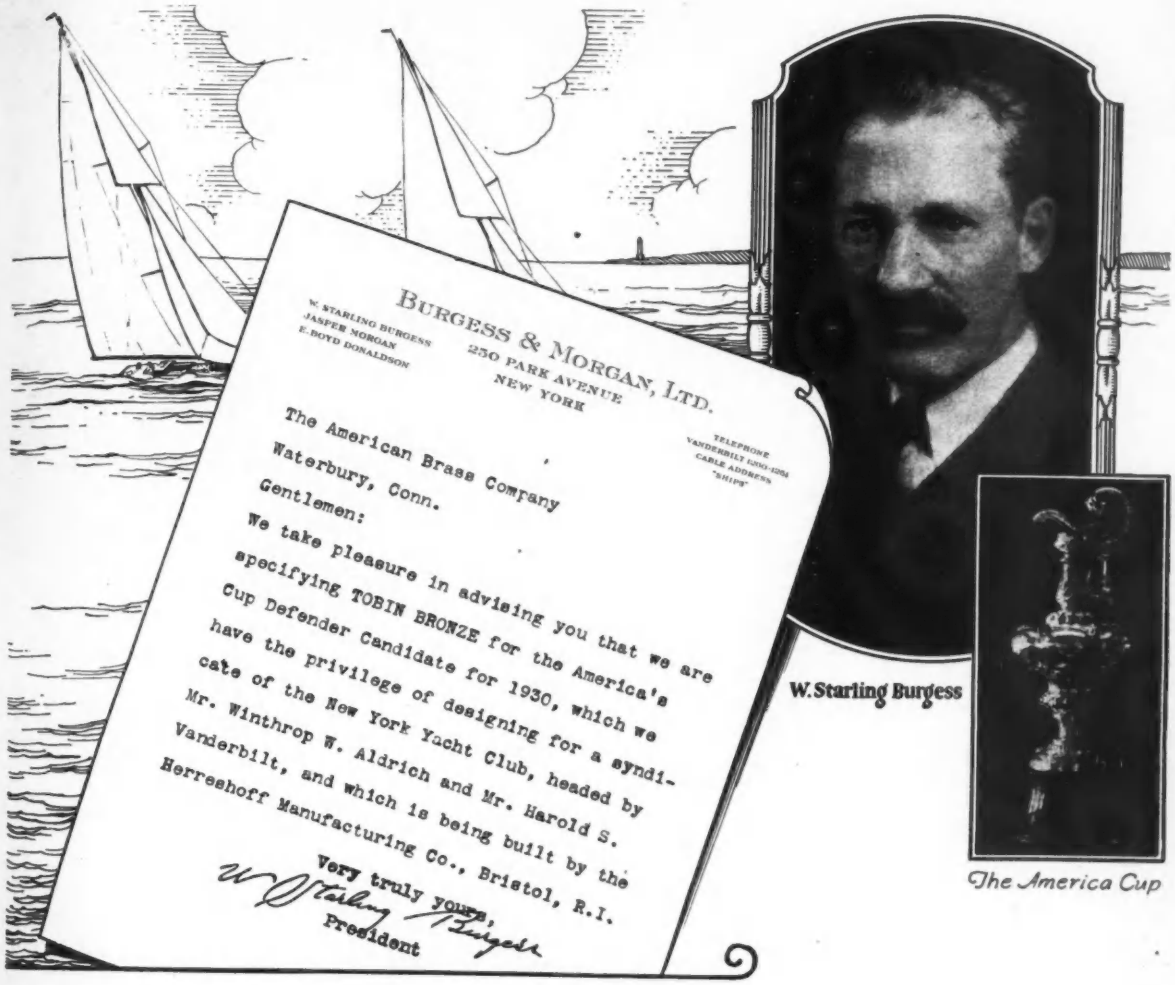
HACKER BOAT COMPANY
530 River Drive Mt. Clemens, Mich.

Eastern Representatives
NEW YORK, 5th Ave. at 15th St. BOSTON, 1043 Commonwealth Ave.
PHILADELPHIA, 102 South 4th Street

HACKERCRAFT

AMERICA'S FINEST SPEED BOATS

Advertising index will be found on 3rd last page


BURGESS & MORGAN, LTD.
W. STARLING BURGESS
JASPER MORGAN
E. BOYD DONALDSON
250 PARK AVENUE
NEW YORK
TELEPHONE
VANDERBILT 1000-1004
CABLE ADDRESS
"SHIPS"
The American Brass Company
Waterbury, Conn.
Gentlemen:
We take pleasure in advising you that we are specifying TOBIN BRONZE for the America's Cup Defender Candidate for 1930, which we have the privilege of designing for a syndicate of the New York Yacht Club, headed by Mr. Winthrop W. Aldrich and Mr. Harold S. Vanderbilt, and which is being built by the Herreshoff Manufacturing Co., Bristol, R.I.
Very truly yours,
W. Starling Burgess
President
W. Starling Burgess
The America Cup

Burgess and Morgan, Ltd. select TOBIN BRONZE for plating Cup Defender Candidate

IN a design of such great importance—where cost is no factor—such confidence in this Anaconda Alloy is significant. It is a confidence based on the success of several former TOBIN BRONZE equipped Cup Defenders and by the service record of TOBIN BRONZE for shafting, plates, and fastenings in thousands of yachts and commercial craft since this strong corrosion resisting metal was introduced in 1885.

THE AMERICAN BRASS COMPANY
General Offices: Waterbury, Connecticut

ANACONDA COPPER
BRASS ANACONDA BRONZE

TOBIN BRONZE ON PREVIOUS CUP DEFENDERS

In 1893 TOBIN BRONZE was used by the Herreshoff Manufacturing Co. in the construction of the America's Cup Defender, "Vigilant". After eleven years, her hull was subjected to a thorough inspection and was discovered to be entirely free from corrosion and the riveting perfectly sound. Since then, TOBIN BRONZE has been used for one Cup Defender after another. The trade mark "TOBIN BRONZE" is registered in U. S. and foreign countries.

KILL FIRE WHILE IT IS YOUNG

Bottled magic to safeguard your boat against fire

One minute your boat may be on fire. But with an ALFITE System standing guard, the last trace of fire will be out in a few seconds!

Bottled Magic! Yet there's nothing mysterious or complicated about the ALFITE System! ALFITE Gas—deadly to fire—is stored in small steel cylinders. These cylinders are connected by fixed piping to all danger points. When fire occurs, you simply pull a release lever located *outside* the fire zone. ALFITE Gas rushes through the piping in a fraction of a second—extinguishing the fire almost instantly.

After the fire is out, ALFITE Gas disappears. Ordinary ventilation removes every trace of it—leaving nothing to clean up.

There's no danger of leakage from the cylinder. *One* valve provides a positive seal—yet assures rapid discharge when fire occurs.

The cost of this protection is moderate. If you wish we will gladly study your boat and give you an estimate. Or a copy of our booklet "One Fire is Too Many" will be sent on request. American-La France and Foamite Corporation, Engineers and Manufacturers, Department S12, Elmira, N. Y.

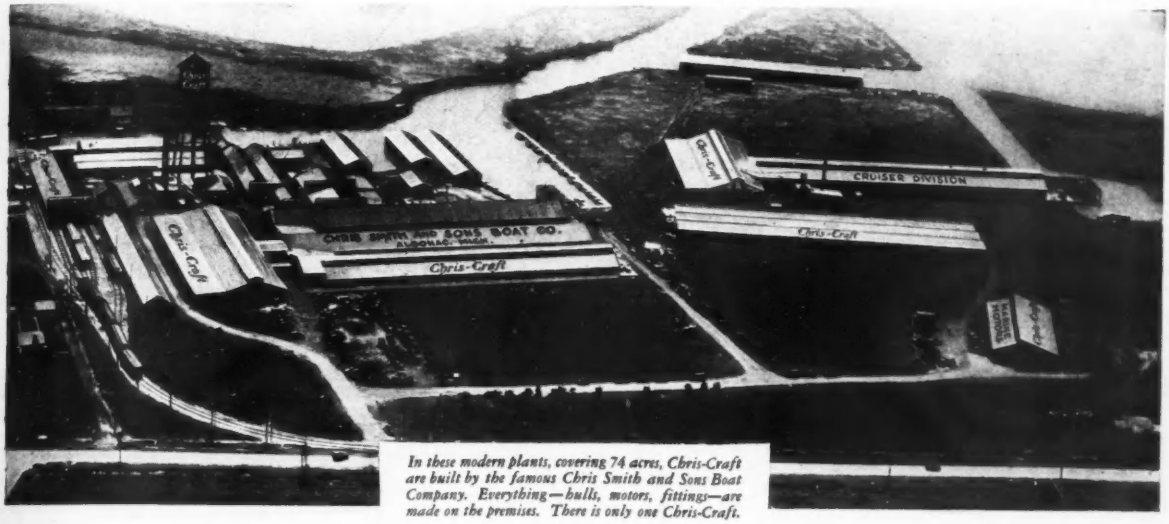
AMERICAN-LA FRANCE AND FOAMITE PROTECTION

A Complete Engineering Service

For Extinguishing Fires

Advertising index will be found on 3rd last page

LEADERSHIP
That is Ever Increasing



In these modern plants, covering 74 acres, Chris-Craft are built by the famous Chris Smith and Sons Boat Company. Everything—hulls, motors, fittings—are made on the premises. There is only one Chris-Craft.

"LOOK—it's a Chris-Craft". That's what everyone exclaims whenever a gleaming mahogany motorboat flashes by, for here is the one name in motorboating that means outstanding performance, beauty, and safety. Chris-Craft are the sportsman's choice for their background of trophy winnings innumerable. They are social favorites everywhere—a distinguished craft, with the most famous name in boating. And no matter what type of a boat the owner wants, there is a Chris-Craft in the beautiful fleet of 18 models to meet his desires — the only complete coverage of the field offered by one manufacturer.

Chris-Craft has built this enormous public acceptance by forty-three years of unquestioned leadership. Today, a Chris-Craft offers the boating enthusiast the greatest value known. Modern straight line production, in great plants covering 74 acres, has put a Chris-Craft within the reach of thousands. Year after year, the demand of Chris-Craft owners is carrying production schedules to new high levels.

This deserved popularity is due to a single reason — there is only one Chris-Craft, the aristocrat of motorboats.

Now is the time to consider your boating requirements for Southern or Spring delivery. Avoid disappointments by placing your order now. See your Chris-Craft merchant or write us direct for illustrated catalog describing the Chris-Craft fleet of eighteen models.

CHRIS SMITH & SONS BOAT COMPANY, 391 Detroit Road, Algonac, Michigan
New York Factory Branch—1 West 52nd Street at 5th Ave.

18 MODELS
Runabouts
Sedans
Commuters
Cruisers

Chris-Craft

World's Largest Builders of All-Mahogany Motor Boats

22 to 38 feet
30 to 45 Miles an Hour
82 to 225 Horsepower
8 to 26 passengers
$2235 to $15,000

RIDE *the* WINDS

The NEW 30 *m.p.h.* Seagull Sedan Cruiser is Superbly Groomed · · · · Clean Cut · · Luxurious · · · · · · · · ·

The alluring speeds of the runabout . . . the seagoing comforts of the cruiser . . . the sophisticated refinements of the commuter . . . skilfully blend in the new 38 foot Seagull to offer a very real and dignified security as an accompaniment to your natural pride of ownership in a truly fine boat. Complete in detail from chromium plated fittings to the warmest of blankets, or the specially designed galley utensils, you'll find nothing its equal in size, maneuverability, riding buoyancy, or in the quiet distinction its possession proclaims. The Seagull brings to your boating needs the requisites of staunchness and dependability—the tangible attributes of beauty and quality. You are welcome to visit the Robinson plant—see how the Seagull rides and performs.

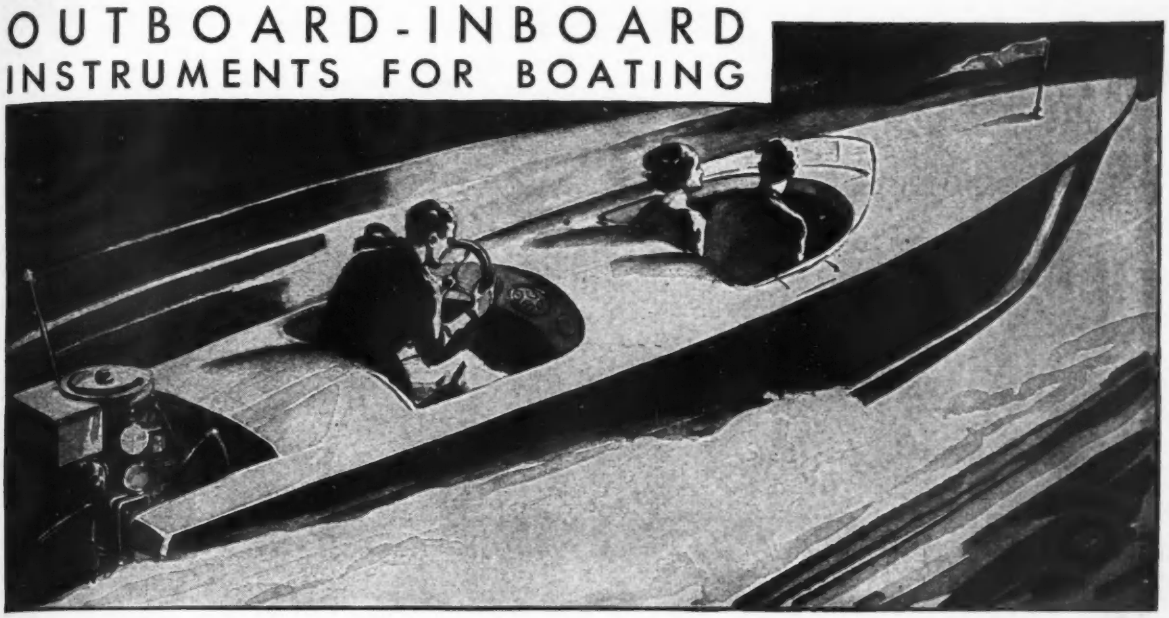
39-ft. Seagull Sedan Cruiser, Hall-Scott, Sterling or Kermath powered, $13,200 to $14,300; 42-ft. Twin Screw Commuter, $22,500; 38-ft. Red Arrow Day Cruiser, Optional Twin Screw Power, $12,800. Represented by A. C. F. Salons, 217 W. 57th St., New York City; 500 East Jefferson Ave , Detroit, and S. Clyde Kyle, Rialto Building, San Francisco.

ROBINSON *Seagull*

ROBINSON MARINE CONSTRUCTION CO., BENTON HARBOR, MICHIGAN

Advertising index will be found on 3rd last page

OUTBOARD-INBOARD INSTRUMENTS FOR BOATING

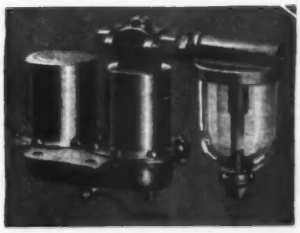


PERFORMANCE

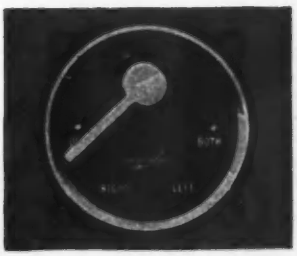
You get the last ounce of power out of your gas when your outboard boat is equipped with this specially constructed outboard tachometer. By indicating the slightest R. P. M. fluctuation, the tachometer keeps you constantly informed of your engine's operating condition. You thereby become aware of any let-down in engine speed as soon as the ailment—poor ignition, fouled spark plugs, etc.—affects the motor.

Consolidated instruments are everywhere known for precision construction that assures accurate performance. The standard marine panel, Feed-A-Motor electro-magnetic fuel pump, and Bakelite-encased magneto switch also shown have time and again proved their reliability under boating conditions of every degree. With Consolidated instruments aboard, you are certain of more pleasurable boating at reduced operating cost and with greater safety.

Type T instrument panel: Tachometer, Oil Pressure Gauge, Heavy Duty Ammeter, Distance Type-Thermometer. Nickeled brass bezel and gold-silver mat.



Single-unit Feed-A-Motor: Electro-magnetic fuel pump of brass, bronze, and Monel metal. Max. capacity 18 gals. per hour. Double unit available.



Double-unit ignition switch: Sure-fire mechanism. Non-corrosive Bakelite case. Dial 2¾" diameter. Single unit available.

IMPORTANT
SPECIFY MOTOR NAME AND MODEL WHEN ORDERING

Outboard tachometer: Accurately records slightest R.P.M. fluctuation. Jones precision movement. Large dial. Waterproof case. 6 ft. flexible tubing. Easily attached.

CONSOLIDATED INSTRUMENTS

CONSOLIDATED INSTRUMENT CO. OF AMERICA, Inc.
305 East 47th Street, New York City

GOLDEN DAYS AND SILVER WATERS

FROM the hottest days of midsummer, this man escapes at will—his sweltering office, his land-locked home are left behind. He is off on the cool, flashing sea to a vacation in Maine!

Quiet, peace, serenity are his . . . long, lazy hours fly by in a splendid procession . . . they show him the changing coastline of a hundred ports and beaches. A salt wind freshens . . . the white foam churns beneath his cruiser . . . his pleasure is as deep as the ocean, as timeless as a primitive world before time began!

For every day on the water is a fresh adventure—whether you go for an extended vacation, a week-end at Marblehead or simply to cruise . . . to fish . . . to drift.

It is true that few men can own such a servant as the boat we speak of. But the man who does, knows summer at its best. He can use his boat to commute to his offices, away from the clatter and dust of trains and motor cars. In his leisure hours he finds in it a thrill and a diversion, not only for himself but for his friends.

And whether he moves so slowly as to scarcely stir a ripple or speeds over the Sound at thirty-five to forty miles an hour —his boat will give him unfailing performance, because its engine is a Wright Typhoon.

WRIGHT TYPHOON

Address inquiries to Marine Engine Division

WRIGHT AERONAUTICAL CORPORATION

Paterson, New Jersey

Advertising index will be found on 3rd last page

The Rocking Chair Fleet protested, but . . .

Spin 'er . . . on a dime

We know the joy a sloppy landing brings into the lives of the rocking chair admirals on the club house veranda . . . but we have Dawn owners to consider too.

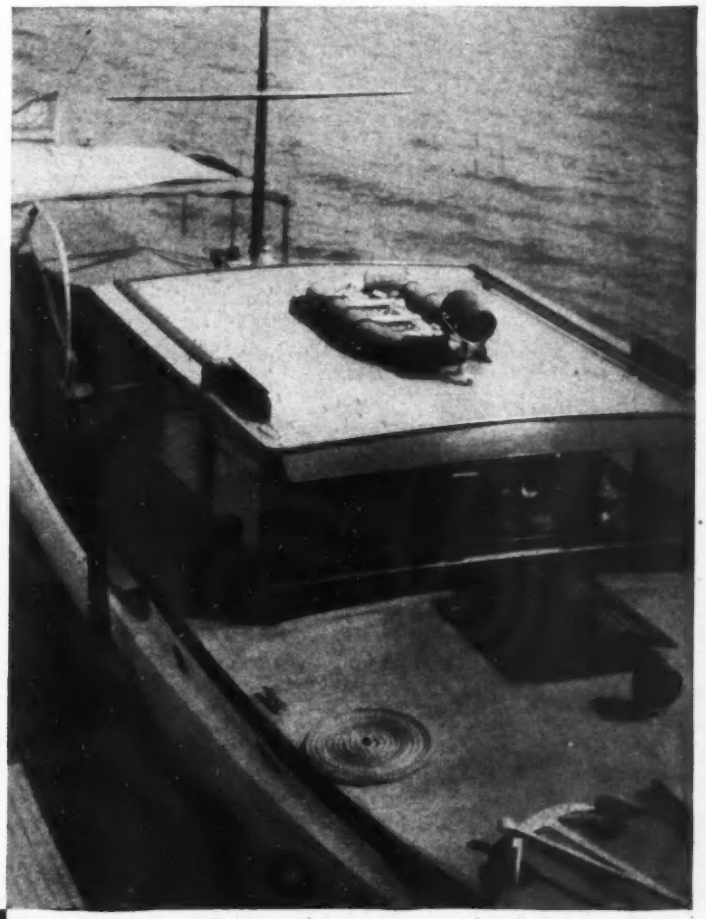
So electrical and gas controls and indicating instruments are conveniently located on a single heavy bronze panel directly in front of the wheel. The clutch levers of both engines are right there within easy reach. Put one engine ahead and the other in reverse and you literally "spin 'er." There is no time lost in wasted motion when maneuvering.

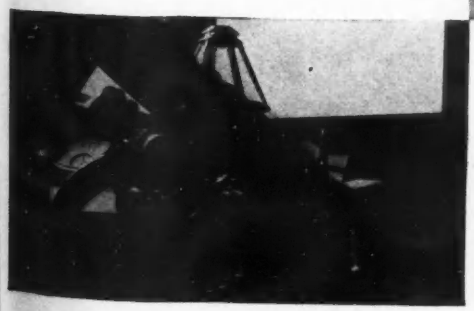
The Dawn 45 is more than a beautiful yacht luxuriously finished. She is an able sea boat as well, amply powered and mechanically perfect. Every detail for pleasure and comfort has been carefully worked out. She handles like a breeze.

We will gladly send literature to those who cannot visit our yard.

* * *

DAWN BOAT CORPORATION
Clason Point, New York City
Established 1906 Tel. Westchester 7000





. . . the Controls on the Dawn are together

DAWN 45

Standard 45-footer 140 H. P. 14 miles ~ Special 48-footer 300 H. P. 20 miles
$16,900 ~ afloat at Clason Point ~ $23,800
Powered by Twin Lathrops

FACT WELL WORTH CONSIDERING

[illegible]

Five Models—$2,975 to $15,000

HOWARD W. LYON

[illegible]

HOTEL BARCLAY [illegible] NEW YORK

Advertising index will be found on 3rd last page

NOVEMBER, 1929

Vol. XLIV, No. 5

Edited by

CHARLES F. CHAPMAN

Mr. and Mrs. O. Briggs, owner and sponsor at the launching of their new yacht, Cambriona, at Pusey & Jones yard, Wilmington, on October seventh

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

CALENDAR OF COMING EVENTS

November 10—New Smyrna, Ala. Florida Outboard Motor Asso. I. Chester Spinney 15 Columbia Drive, Tampa, Fla.

November 11—Gainesville, Fla. Florida Outboard Motor Asso. I. Chester Spinney, 15 Columbia Drive, Tampa, Fla.

November 11—Clearwater, Fla. Florida Outboard Motor Asso. I. Chester Spinney, 15 Columbia Drive, Tampa, Fla.

November 11—Santa Barbara Power Boat Club, Santa Barbara, Cal.—A. L. Bobrick, 111-117 Garey St., Los Angeles, Cal.

November 30-December 1—Long Beach, Calif. A. L. Bobrick, 111 Garey St., Los Angeles, Calif.

December 4-5—Balboa Mile Trials, Balboa, Calif. A. L. Bobrick, 111 Garey St., Los Angeles, Calif.

December 7, 8—Lake Elsinore, California, Southern California Outboard Asso., O. K. Hunsaker, Western Pacific Bldg., Los Angeles, Calif.

December 14-15—Salton Sea, California—Southern California Outboard Asso., O. K. Hunsaker, Western Pacific Bldg., Los Angeles, Calif.

January 17-25, 1930—Motor Boat Show, Grand Central Palace, New York, N. Y.

March 25-26, 1930—Miami Beach, Fla. C. F. Chapman, 959 Eighth Ave., New York City.

March 29-30, 1930—Havana, Cuba. Rafael Posso, Habana Yacht Club, Havana, Cuba.

April 4-5—Jacksonville, Fla. Florida Yacht Club, Jacksonville, Fla.

CONTENTS

THE INLAND ROUTE TO FLORIDA - - - - - - - - 16
YACHT CLUBS ON CRUISING ROUTES - - - - - - - - 18
AMERICAN MOTOR BOAT RECORDS - - - - - - - - 20
ATLANTIC UNDER FULL SAIL - - - - - - - - - 22
OUR SUPREMACY CHALLENGED - - - - - - - - - 23
741 MILES IN 735 MINUTES - - - - - - - - - 24-26
ERNST R. BEHREND'S NEW AMIDA - - - - - - - - 27
SOLANA, A BRILLIANT YACHT - - - - - - - - - 28-29
ARTHUR E. WHEELER'S NEW ACANIA - - - - - - - 30-31
MISS ENGLAND WINS AT VENICE - - - - - - - - 32-33
CARIBBEAN BLUE, PART II - - - - - - - - - 34-37
WHAT THE NOVICE SHOULD KNOW - - - - - - - - 38-40
AN HISTORIC SHIPYARD REOPENS - - - - - - - - 41
IMP WINS PRESIDENT'S TROPHY - - - - - - - - 42-43
CRUISING WITH A CORSAIR - - - - - - - - - 44
STOCK CRUISERS USE POPULAR ENGINES - - - - - - - 45
A TWIN SCREW COMMUTER - - - - - - - - - 46
TYPICAL COAST CRUISERS - - - - - - - - - 47
STERLING POWER AT HOME AND ABROAD - - - - - - - 48
MIDGE—A 26-FOOT MOTOR SAILER - - - - - - - - 49-51
GOTZ—A NOVEL OUTBOARD - - - - - - - - - 52
SMALL BOATS, THEIR CARE, CONSTRUCTION AND EQUIPMENT - - 53-56
PRIZE QUESTION 1—MARKINGS FOR LOCAL CHANNELS - - 53-54
PRIZE QUESTION 2—WINTER CARE FOR MOORINGS - - - 55-56
YARD AND SHOP - - - - - - - - - - - - 58-60
OUTBOARD MOTOR BOATING CONTENTS - - - - - - - 179

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RAY LONG, President — THOMAS J. WHITE, Vice-President — AUSTIN W. CLARK, Treasurer — ARTHUR S. MOORE, Secretary

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THE INLAND ROUTE TO FLORIDA

As this article appears, a greater fleet than ever before will be southbound. Once upon a time, the yachting season came to a dismal and frigid end along late in September. Now, with better yachts, with their greater lure, a constantly increasing number of yachtsmen are experiencing the joys, the relaxation and the source of health, in a year round season.

Both to provide timely information as to the PRESENT condition of the inland routes for the veteran, and to guide the captain who is making his first southbound trip, this article is prepared. The facts set forth are based on a recent passage of this route by the writer and by inquiry that is up to the minute.

The Delaware and Raritan Canal continues to be the slowest part of the trip. Reached by running up the Raritan River from lower New York Bay, it will not worry the navigator provided he makes up his mind beforehand that he must allow a full day for passage through its many locks. The best place to stop for the first night out is at Deep Lock, being the second lock from the entrance at New Brunswick. At Deep Lock you will find a quiet place to tie up, gasoline and all stores, at reasonable prices.

The Canal opens at 6:30 A. M., closes at 6:00 P. M., is good for about six feet draft, and closes for the winter with the first ice. Upon reaching Bordentown at the further end, you will be more comfortable to tie up just inside of the last lock, rather than go out into the river. It is difficult to obtain stores at Bordentown.

The next run is down the Delaware and is easy navigation. If you intend to stop at Philadelphia, the best location is at Essington, some miles below the city, either at the Philadelphia-Corinthian Yacht Club or one of the gasoline piers, but in a strong southerly wind, it is rather rough.

Proceeding down the Delaware, you enter the new government Chesapeake and Delaware Canal, 28.8 miles below Essington, to starboard. The Canal is sixteen miles long, free from locks, tolls and obstructions, but if you do not observe the low speed limit, they will probably send you to jail. Gasoline and stores may be obtained at the further end, at Chesapeake City.

Now proceed to Annapolis, fifty-eight miles from Chesapeake City, where you will find several protected and comfortable docks, with haul-out facilities and reasonable prices. On the way, the only annoyance consists in innumerable fish weirs, mostly defunct, which extend great distances from the shore. You may dodge these by keeping a sharp lookout and staying in the deepest water. I have never observed any visible nets, but there is a mathematical chance of banging a propeller on some broken stub.

From Annapolis, including some intermediate stop, it is about 167 miles to Norfolk. This is too long a run for any but the speediest craft, especially if tide is ripping against a southerly wind, but you will find innumerable snug shelters all the way down the Bay.

At Norfolk, proceed into the Hague, a little, protected bay, right in the heart of the city, through the highway bridge just back of the Standard Oil gasoline barge, to the dock of the Gas Engine & Boat Corporation, where all your wants will be taken care of.

From Norfolk, I am going to describe a new route, only opened this summer, which was followed with some preliminary misgivings, but which is infinitely preferable as it avoids the wide, rough, limitless stretches of Pimlico Sound and the confusing fish weirs that make that route blotto.

Proceed via the Chesapeake and Albemarle Canal, deep, wide, no locks nor tolls, past Coinjock and as far as Camden Point where the North River joins Albemarle Sound. Then, instead of following the red-line route shown on the Inside Route charts, lay a course of 210 degrees to Can No. 1 at the mouth of the Alligator River. Proceed up this river, in a generally southerly direction, following the beacons into a new canal, twelve feet deep that runs through to the Pungo River. You will need charts Numbers 1228 and 1231 for this trip and unless the charts have been changed since June, 1929, all the colors of the aids are the reverse of those shown on the chart. In other words, when you get into the Pungo River, the starboard buoys are now red, southbound.

Unlike the old route, there are many places to lie for the night, breaking the run from Norfolk in halves. Proceeding down the Pungo River, you reach the western end of Pamlico Sound, encounter a few of the fish weirs, and rejoin the old route via Adams Creek to Morehead City, where you find many wharves and ample supplies.

At Morehead City, coastwise pilots seeking commissions, will probably fill you with terror about the dangers of the ninety-mile outside run to Southport, but the ocean is no wetter off the Carolinas than any other place. If the wind is blowing strong from the southward, Beaufort Bar is rather nasty. It is therefore well to pick a decent day for this run, as any sensible skipper picks for any other ocean run.

Unless you have an unreliable compass, it is much better to lay a direct course right across to the Slue through Frying Pan Shoals, off Cape Fear, than to follow the beach. You are safer out in deep water than flirting with the breakers. The Frying Pan Slue is buoyed and by proceeding with care at that point you will have no trouble. It may be an added comfort to know that Captain Willis, local Coast Guard commander, has something more in his head than chasing rum runners, is of the old tradition of the Coast Guard and has assisted many a yachtsman who got aground or met foul weather.

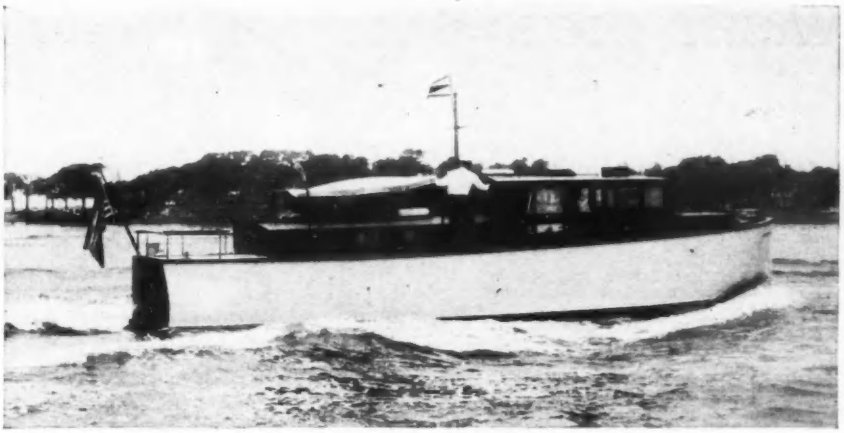
At Southport, up the river a few miles, you will find fine shelter and it is more than likely that Mayor Yaskell will greet you. From this port, with a good day, you can make the 146 miles outside to Charleston and avoid the long pull up to Georgetown if you have a boat that travels. Otherwise you may make the seventy-four miles between seabuoys, run up the river at Georgetown and pursue a rather dizzy inland route, good for less than four feet of water to Charleston. If you go outside, keep well offshore in the vicinity of Cape Romain as there are breakers miles away from land.

At Charleston fuel and all kinds of supplies may be obtained at the ample docks of the Marine Oil Company, where there is also excellent shelter except in the case of very heavy SE winds. From this port you may run inside, through a fairly deep but longer route of 145.3 miles or outside by a route far more comfortable in calm weather of 116 miles, up the Savannah River, turning in at the inland route, to the Oglethorpe Hotel located directly on the water, sheltered, interesting. Gasoline may be obtained at Thunderbolt nearby, but the latter place is too noisy for night anchorage.

Now begins the most attractive part of the trip. From Savannah down through the Georgia marshes, by pretty islands and across fine bays, the channels are well marked and good for all of ten feet draft. The only bad place, close to a little island on the south side of Altamaha Sound was being dredged this summer.

Your natural objective will be the Sea Island Yacht Club at St. Simons Island, 94 miles from Savanaah, where there is the finest of docks, the most cordial of welcomes and every entertainment that a yachtsman could de-

(*Continued on page* 70)



Unlike Boats of Twice her Size ---

Four STOUT BULKHEADS INSURE YOUR SAFETY !!!

White oak, mahogany, and bronze blend their strength, resilence and beauty with a design of quality and integrity unapproached for its safety, sturdiness, and speed. Four stout bulwarks divide the 45 foot Fairform Flyer into five water-tight compartments. Fuel tanks are completely segregated; the motor compartment is isolated, yet perfectly ventilated. You may fill the largest of the compartments with water and this staunch craft will remain afloat and self-propelling. For security and safety at sea these and countless other phases of design and construction have been inaugurated for the owner's protection. But let us really introduce the Fairform Flyer to you. Our new literature on this twin 200 Kermath powered model will be mailed on request.

+

If you're coming south with your boat, you'll find our service of supply for boats unequalled on the entire coast. Gas, oil, haulouts, repairs, ship supplies, await you in Jacksonville. The warm hand of welcome is extended all fellow yachtsmen.

Frank P. Huckins.

Huckins Yacht Corporation, Jacksonville, Florida

The Twin Screw Fairform 45 Flyer

STANDARD SPEEDS UP TO 30 MILES PER HOUR

YACHT CLUBS ON CRUISING ROUTES

A Comprehensive Directory of All the Clubs in the United States on Waters That Can Be Reached by the Average Cruiser

THERE are a great many yachtsmen whose principal enjoyment of boating consists of stocking up their craft with provisions and setting off in the summer for a period of several weeks to cruise about in new waters to their heart's content, sometimes with a definite objective and a pre-arranged course all carefully laid out, and at other times simply to travel along leisurely, stopping for a few days here in attractive surroundings, and pushing on there as the spirit happens to move them.

In any case, such a cruise always involves a great deal of preparation, planning and provisioning. Initial supplies of stores have to be purchased, the boat must be put in good condition for the long run, and cruising routes must be decided upon, tentatively at any rate. Then there is the problem of determining in advance good anchorages for overnight stops. The easiest and best solution of the last question is invariably found in the selection of some yacht club near the end of the day's run. Here a mooring may be secured in a protected anchorage, and the hospitality of the club enjoyed. Generally, facilities are provided for supplying boats with fuel and provisions, and if any repairs must be made, the club is usually in a position to help materially in this respect. Very often, a great deal of valuable information can be picked up about the club in regard to the local waters, and frequently interesting side trips may be suggested, which might otherwise be completely overlooked.

Realizing how valuable a complete list of clubs would be and how much research and investigation it would spare each individual cruiser, MoToR BoatinG has compiled a comprehensive directory which will appear in several installments, the first section of which will be found in the accompanying article. All of the clubs in the United States that might be reached on any cruising route that a yachtsman would be likely to select, are arranged here in geographical sequence. Starting at the Bay of Fundy on the North Atlantic Coast, a few of the Canadian Yacht Clubs are included, and from this point the list proceeds logically down along the Atlantic Coast to the southward, then around through the Gulf of Mexico and so on up the West Coast. Separate sections will also be found devoted to the Mississippi River and its tributaries as well as another for the Great Lakes.

The key which appears at the beginning of the list has been arranged to simply the problem of finding those clubs which are listed under any given section. General divisions are made of the coast and are given key letters such as A, B, C, etc., while further numbered subdivisions are made where a section includes too many clubs to be readily picked out of a large group.

The use of the list and its key requires little explanation. If, for example, one should contemplate a cruise in the neighborhood of Buzzard's Bay, Massachusetts, he has only to run down through the key letters until he finds the Cape Cod-Montauk section, designated as C. Subdivision 3 under section C in the list will then be found to include all the clubs in the vicinity of Buzzard's Bay. A few moments is sufficient to find all the clubs in any given territory. Our first installment, given below, takes in the Atlantic Coast line from the Bay of Fundy to New York.

KEY TO YACHT CLUB DIRECTORY ARRANGED GEOGRAPHICALLY

A. North Atlantic Coast
   1. Bay of Fundy
   2. Bar Harbor
   3. Seal Harbor
   4. Penobscot Bay
   5. Boothbay Harbor
   6. Casco Bay
   7. Portsmouth
   8. Merrimac River
   9. Cape Ann

B. Cape Ann to Cape Cod
   1. Massachusetts Bay
   2. Boston Harbor and Boston Bay
   3. Cape Cod Bay

C. Cape Cod to Montauk
   1. Nantucket Sound
   2. Vineyard Sound
   3. Buzzard's Bay
   4. Narragansett Bay
   5. Gardiner's Bay

D. Long Island Sound (Fisher's Island to Throggs Neck)
   1. North Shore
      a. Stonington, Conn., to New Haven
      b. New Haven to Bridgeport
      c. Bridgeport, Conn., to Mamaroneck, N. Y.
      d. Mamaroneck to City Island
   2. South Shore

DIRECTORY OF CLUBS

A. NORTH ATLANTIC COAST

1. BAY OF FUNDY

Royal Kennebeccasis Yacht Club, Millidgeville, N. B.
St. Andrews Yacht Club, St. An-Andrews, N. B.
St. John Power Boat Club, Marble Cove, St. John, N. B.
Western Nova Scotia Yacht Club, Digby, Nova Scotia

2. BAR HARBOR

Bar Harbor Yacht Club, Mt. Desert, Me.
Eastern Yacht Club, Bar Harbor, Me.

3. SEAL HARBOR

Northeast Harbor Fleet, Northeast Harbor, Me.
Seal Harbor Yacht Club, Seal Harbor, Me.
Sorrento Yacht Club, Sorrento, Me.
Kollegiwidgwok Yacht Club, Morgans Bay, East Bluehill, Me.

4. PENOBSCOT BAY

Rockland Yacht Club, Public Landing, Rockland Harbor, Me.
Bangor Yacht Club, Bangor, Me.
Fort Point Yacht Club, Fort Point, Stockton Springs, Me.
Penobscot River & Pushaw Lake Motor Boat Club, Old Town, Me.
Buck's Harbor Y. C., So. Brooksville, Me.
Naskeag Yacht Club, Brooklin, Me.
Camden Y. C., Camden, Me.
Tarratine Club, Gilkey Harbor
North Haven Y. C., North Haven, Me.
Belfast Yacht Club, Belfast, Me.

5. BOOTHBAY HARBOR

Boothbay Harbor Yacht Club, Boothbay Harbor, Me.

(*Continued on page* 66)

YOUR LUDERSHIP

...for all year Cruising

SOFTLY glowing lights . . . faint strains of music . . . the sounds of gay laughter . . . and the ever widening wake as she glides swiftly and silently through tropic waters. Luxury . . . relaxation . . . the pride of ownership . . . a Luders craft for all year cruising . . . built to your requirements.

Robador, Luders-built for Commodore Robert Law, is the acme of boat perfection. 105' o. a., 19' beam, she is large enough for extended cruising with a party aboard . . . her dining and living quarters are spacious . . . her appointments are superb, her conveniences the most complete and modern. She is one of the largest V-bottom type yachts ever built, powered with a pair of 700 h. p. Wintons giving a speed of 25 m. p. h., and is double-planked throughout of the finest possible construction with five watertight bulkheads installed for rigidity and safety.

Won't you phone or write for an appointment and let us show you plans and specifications for *your* Ludership?

LUDERS MARINE CONSTRUCTION CO.

STAMFORD, CONN.

AMERICAN MOTOR BOAT RECORDS

Mile Trials
(Average of 6 One Mile Runs)

Miss America VII, owned by Gar Wood, at Miami Beach, Florida, March 23, 1929. Built by Gar Wood, Packard motors. Speed 93.123 m.p.h.

Gold Cup Class
625 cubic inch boats

Fastest heat (30 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06:83; speed, 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Imp, owned by Richard F. Hoyt, Red Bank, N. J., 1929. Time 1:51:33.48, speed, 48.451.

(Unlimited Hydroplane)

Fastest heat (30 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed, 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

Detroit Sweepstakes

Fastest lap (3 miles), Packard Chris Craft 11, owned by Colonel J. G. Vincent, Detroit 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; speed, 55.65.

British International Trophy
Unlimited Hydroplanes

Fastest heat (30 nautical miles) Miss America VIII, owned by Gar Wood, Detroit, Sept. 2, 1929. Speed 75.287 m.p.h.

Fastest lap (5 nautical miles) Miss America VIII, owned by Gar Wood, Detroit, Sept. 2, 1929. Speed 79.362 m.p.h.

12 Hours

Rainbow VII, owned by Harry B. Greening, Lake Rosseau, Canada. Sept. 30, 1929. Total 723.92 miles. Running time 11:27:28. Average speed 63.17 m.p.h.

24 Hours

Rainbow IV, owned by Harry G. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed, 50.78.

1½ Liter Class (Trial Runs)

Boat driven by Ralph Snoddy at Newport Beach, Calif. Oct. 6-7, 1929. Built by Hacker. Miller engine. Speed 45.726 nautical m.p.h.; 52.585 statute m.p.h.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed, 42.17.

151 Class—Unlimited

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y. July 5, 1927. Speed, 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif., December 12, 1927. Speed, 55.42.

One lap in competition, Miss California, owned by Loynes-Harris, San Diego, Calif., December 12, 1927. Speed, 59.68.

151 Class Limited

In competition, Miss California owned by Dick Loynes, at Sarasota Florida, March 8, 1929. Speed, 49.20 m.p.m.

Boat owned and driven by Dick Loynes at Newport Beach, Calif. Oct. 6-7, 1929. Built by Dick Loynes. Miller engine. Speed 51.342 m.p.h.

340 Class

Miss California, owned by Loynes-Harris, Houston, Texas, July 2, 1927. Speed, 50.99.

510 Class

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. 10 miles—in competition. Speed, 51.28.

7⅛ miles, Miss Kemah, owned by Henry Falk, Houston, Texas, July 4, 1927. Speed, 53.41.

One Mile Trials—Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. Speed, 53.43.

725 Class

5 miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky., July 5, 1926. Speed, 61.22.

Mile straightaway, Doc's II, owned by I. R. Van Sant, Peoria, Illinois, October 11, 1925, winning King of Belgians' Trophy. Speed, 61.77.

Single Engine Hydroplanes

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit, Sept. 3, 1921. Speed, 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio, September 29, 1923. Speed, 64.75.

The official Outboard Racing Rules adopted by all Associations for 1929 recognize American records made only over distances of five, six, ten and fifteen miles and mile trials made over statute and nautical miles in each of the several classifications of engines, by drivers of Divisions I and II.

Division I drivers are defined as those who have competed and finished in less than 15 complete races in a given class.

Division II drivers are defined as those who have competed and finished in 15 or more races in a given class.

It must be emphasized that records under these rules are AMERICAN records and NOT Worlds records.

MILE TRIALS, STATUTE MILES

Class A, Division I

A-21, driven by Charles Harris at Augusta, Me., July 22, 1929. Built by Herbst, Lockwood engine. Speed 25.96 m. p. h.

Class A, Division II

Flatiron, driven by D. Haskins, at Peoria, Ill., Oct. 15, 1929. Built by Porteus. Lockwood engine. Speed 26.481 m.p.h.

Class B, Division I

Baby Brontosaurus II, driven by Bill Lyon, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Crandall Boat Co. powered with Johnson 16. Speed 42.338 m.p.h.

Class B. Division II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Elsinore Boat Works. Johnson 16 engine. Speed 42.370 m.p.h.

Class C, Division I

Black Maria V, driven by Mildred Milde. at Newport Beach, Calif. Oct. 6-7, 1929. Built by Al Thomson. Evinrude C engine. Speed 43.711 m.p.h.

Class C, Division II

Black Maria V, driven by Al Thomson, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Al Thomson. Evinrude C engine. Speed 43.192 m.p.h.

Class D, Division I

Baby Brontosaurus II, driven by Bill Lyon, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Crandall Boat Co. Johnson 32 engine. Speed 46.905 m.p.h.

Class D, Division II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Elsinore Boat Works. Johnson 32. Speed 48.400 m.p.h.

Class E, Division II

Wildcat, driven by F. E. Ludolph, at Peoria, Ill., Oct. 15, 1929. Built by Hooton. Elto Engine. Speed 39.353 m.p.h.

MILE TRIALS, NAUTICAL MILES

Class B, Division I

Baby Brontosaurus II, driven by Bill Lyon, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Crandall Boat Co. Johnson 16 engine. Speed 36.185 nautical m.p.h.; 41.613 statute m.p.h.

Class B, Division II

Salome, driven by A. G. Martin, at Newport Beach, Calif. Oct. 6-7, 1929. Built by F. V. Pierce. Johnson 16 engine. Speed 36.063 nautical m.p.h.; 41.472 statute m.p.h.

Class C, Division I

Bossert Pirate, owned by Walter Peterssen, at Albany, N. Y., July 5, 1929. Built by Bossert, Evinrude engine. Speed 34.05 nautical m. p. h.; 39.15 statute m. p. h.

Class C, Division II

Black Maria V, driven by Al Thomson, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Al Thomson. Evinrude C engine. Speed 37.058 nautical m.p.h.; 42.617 statute m.p.h.

Class D, Division I

Big Ben, owned by Harold Chapman, at Albany, New York, July 5, 1929. Built by Hallock, Johnson engine. Speed 38.09 nautical m. p. h.; 43.80 statute m. p. h.

Class D, Division II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif. Oct. 6-7, 1929. Built by Lake Elsinore Boat Works. Johnson 32 engine. Speed 41.503 nautical m.p.h.; 47.728 statute m.p.h.

Five Miles

Class A, Division I

Strange Interlude, owned by James Sullivan, at Boston, Mass., Oct. 5, 1929. Built by Porteus, Lockwood engine. Speed 23.29 m.p.h.

Class B, Division I

Sweet 16, driven by N. C. Blanchard, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Johnson engine. Speed 36.95 m. p. h.

Class C, Division I

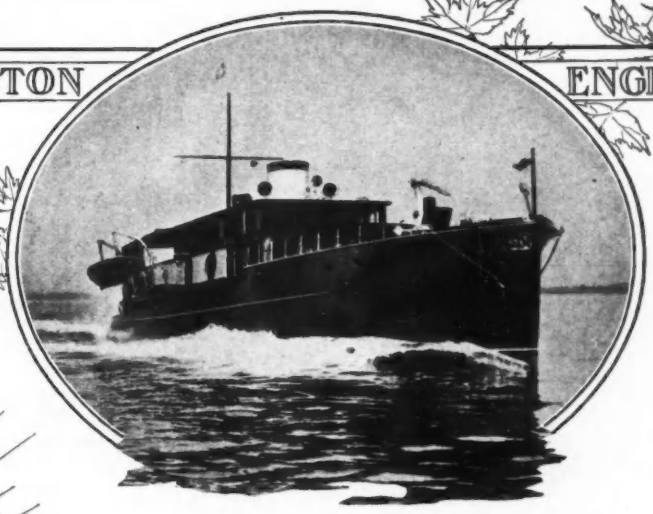
Miss Chevrolet, driven by John R. Glassell, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Evinrude engine. Speed 39.47 m. p. h.

Class C, Division II

Black Maria. owned by Al Thomson, at Lake Elsinore, Cal. Sept. 22, 1929. Built by Al. Thomson. Evinrude engine. Speed 41.43 m.p.h.

(*Continued on page* 164)

WINTON ENGINES



To a New World

CRUISING leisurely along the coast, for a day, or a month or more, following the sun to serene southern shores in the winter, if you elect, a modern Winton-powered yacht transports you to a new world of pleasure and relaxation—a world of fascinating charm and freedom that beckons more alluringly today than ever before.

With the comforts and conveniences of the finest club, speed that takes you quickly and surely where you wish to go, seaworthiness that permits loafing along when you prefer, such a ship, with its delightful facilities for providing the finest type of recreation, intensifies the most discriminating yachtsman's love of the open sea.

THE WINTON ENGINE CO.
CLEVELAND, OHIO

The new yacht Robador, which has been cruising all summer off the North Atlantic Coast, is used as a floating home by the owner, Commodore Robert Law. This ship—the largest semi-V-bottom yacht afloat—with a speed of 23 miles per hour and luxurious, commodious, accommodations, is most unusual and distinctive. Designed and built by the Luders Marine Construction Company. Length overall, 105 feet; beam, 18 feet, 9 inches; draft 5 feet. Power, two twelve-cylinder V-type Winton Gasoline Engines—total 1400 H. P.

WINTON

M. Rosenfeld

ATLANTIC—UNDER FULL SAIL

Atlantic, owned by Gerald B. Lambert, a famous yacht with a great history. In 1906 she won the Emperors Cup and only last year, piloted by Charles Francis Adams, Secretary of the Navy, finished second in the race to Spain for the King of Spain trophy

Our Supremacy Challenged

FOR THE first time since Commodore Gar Wood took up speed boat racing nearly fifteen years ago his title of "Speed King of the World" is in danger....England's flyers hold the speed record in the air. Her automobile, Golden Arrow, is the fastest thing on four wheels. A boat flying the British ensign is pretty close to the fastest thing afloat.

Miss America VII averaged 92.838 miles per hour in the mile trials at the Detroit Regatta of 1928. Her fastest mile of the six was made at the rate of 93.722 miles per hour. But as this was down stream with a strong favorable current, this figure does not mean much.

At Miami Beach last March, Miss America VII, bettered her Detroit speed slightly, averaging 93.123 miles per hour, her best mile of the six required by the rules being at the rate of 93.361 miles per hour. Recently at Lido, Italy, Miss America VII endeavored to break her own world's record but failed. While she completed only four of the six runs her average speed was only 90.01 miles per hour, with her best mile made at the rate of 91.08.

MISS ENGLAND, owned and driven by Sir Henry Segrave of London also competed at Lido. In her mile trials she averaged 92.847 miles per hour for six one-mile dashes. Her best run was made at the rate of 93.647 miles per hour. On the basis of the above figures, it is not clearly established whether Miss America VII or Miss England is the faster. Miss America VII still holds the fastest speed for the six one-mile runs but this was made at an event where Miss England did not compete. On the basis of comparative speeds at Lido where both boats ran, Miss England showed the best.

So much for one-mile records. Let us look at the records of the two boats in competition. They both met at Miami Beach last winter but the result was not decisive. Each won a heat with the other boat disabled.

At Lido, the two boats again faced the same starter. Miss America VII was first over the starting line and Miss England was last. However, Miss England caught and passed Miss America. It is reported that she drew away from her on the straightaway before the unfortunate accident put Miss America VII out of competition.

Commodore Wood's new boat, Miss America VIII, which recently won the Harmsworth trophy did not compete at Lido. Neither has this boat ever been officially timed in mile trials. However, racing with Miss America VII at Detroit this summer, Miss America VIII appeared to be the faster of the two by quite a safe margin, even though the comparative speeds made at Detroit did not indicate much difference. Neither boat was extended to her limit to win so there is no basis to say how much faster the new boat is.

ONE THING is certain. Miss England is very fast. She is owned by one who holds the world's record on land and is not likely to rest until he wins for his country the sea record as well.

It is doubtful whether Major Segrave will race an unlimited boat at Florida this winter. He plans to challenge for the Harmsworth Trophy, representing the Championship of the World. A race for this trophy cannot be held until next September at Detroit. It is quite probable that Major Segrave will devote all his attention and energy toward a new Miss England for the Detroit race.

The new Miss England may not beat Gar Wood but she'll be fast. If she beats him, she'll be very fast.

Comm. Greening driving Rainbow VII at the finish of the lap made at 68.95 m.p.h.

John Stroh, Commodore Harry B. Greening, Dave Reid, the three men who handled the wheel

741 MILES IN 735 MINUTES

Commodore Greening's Fast Hydroplane Rainbow VII Sets a New Twelve Hour Record by Averaging Better Than a Mile a Minute

CUTTING cleanly through the fast-chilling waters of Muskoka Lakes, Canada, at better than a mile-a-minute clip and on one lap averaging seventy miles per hour, Commodore Harry B. Greening's wonder boat, Rainbow VII, on September 30 set a new all-time 12-hour endurance record of 60.325 miles per hour. Not only is this a new record for motor boats, but it stands as the fastest sustained speed for that length of time of any boat in history.

Rainbow VII is not new to readers of MoToR BoatinG, for it will be remembered that at Detroit in September, 1928, she won the championship of North America. She comes of a long line of illustrious boats, for her owner, Canada's celebrated sportsman and yachtsman, built and raced her predecessors from Rainbow I to VI. And it will be remembered, too, that in 1925 Commodore Greening with Rainbow IV set a 24-hour record of 1219 miles that still stands unchallenged.

With Rainbow VII, Greening sought new worlds to conquer, and he determined to establish, if possible, a 12-hour mark for the rest of the world to shoot at. He announced his intention, and with the official sanction of the American Power Boat Association, over a surveyed and certified course, and with an official timer of the A.P.B.A. checking every stop, every start and every lap, Greening not only set the new mark, but in so doing averaged far faster time than the 20th Century, including all stops.

Starting as early in the morning as light made high speed safe, Rainbow VII sped around the 19½-mile course, running easily and with hthrottles two-thirds open. As the day wore on and the run developed into a pleasant day's outing for the drivers, observers and mechanicians, it became apparent she could negotiate the course at far better speed, for she was being constantly flagged to slow down, to keep her at the predetermined speed. But as the shadows began to lengthen late in the afternoon, Greening decided to open up on one lap, and on that one—the 35th—Rainbow VII showed her capabilities by turning in the marvelous time of 16 minutes, 58 seconds—68.95 miles per hour.

In all, the new record holder completed 38 laps, with total distance 741 miles, total time 12 hours,

15 minutes and 40 seconds. Her average for the total time was 60.4342 miles per hour. For the exact 12-hour run, the average was 60.325. During the run she was actually under way 11 hours, 43 minutes, 18 seconds. But in endurance runs time consumed in changing crews, gassing ship, adjustments, etc., is not taken out. Time thus lost must be made up, and hence the 32 minutes and 32 seconds consumed by stops at the gas dock — there were no other stops— are figured in the average speed.

H. B. Greening and J. L. Martin of Buffalo, official timer of the A.P.B.A. Greening kept a watchful eye on the lap times when not aboard ship

Commodore Greening, with his usual thoroughness and organizing ability, had a perfectly functioning staff ashore and afloat. He was assisted at the wheel by John Stroh of Detroit and Dave Reid of Hamilton, crews changing approximately every two hours, when the boat came to the dock for gas. During Greening's trick at the wheel, Stroh rode with him as observer, with John Marcer, of Greening's personal racing staff, as mechanician. With Stroh at the wheel, Reid rode as observer, Hector Brunnette of Detroit being the mechanician. Then when Reid handled the wheel James Galloway rode as observer, Brunnette doubling as mechanician.

Conditions for the run could not have been better, for although cold, the weather was clear and the surface of the water just rough enough for a boat of Rainbow VII's ruggedness and power. For it must be remembered that this latest Rainbow is not a light racing hull—in fact, it might be said that she is not a racing boat at all. Instead she is a large, commodious, 35-foot runabout, seating eleven comfortably, and, by the way, being able to do a mile a minute with that many people. Of no other boat in the world can this be said.

Rainbow's power consists of two Gar Wood Liberty engines, driving through a gear-box with wheels geared up 1.375 to 1. She drives through nickel steel shafts to Hyde wheels. She carries full equipment. Her lubrication was with Duplex Marine Engine Oil, the same that Greening used when setting his still unbeaten 24-hour record in 1925.

Rainbow VII is a two step hydroplane, with planes 5 inches deep. She was designed by Ditchburn of Gravenhurst and built by the Ditchburn works. She embodies many ideas worked out by Commodore Greening, who all his life has been intensely interested in motor boating, and who has probably contributed more sound ideas to the development of motor boats than any other private individual in the world. As an example, the oil coolers used on Rainbow VII are Greening's own design, and it should be noted that they are marvelously efficient. Another characteristic Greening touch is the compression ratio of his two Gar Wood

Gassing up and changing crews at the conclusion of the first two-hour period. Reid and Greening in the driver's compartment

Liberty engines, higher than usual, 6.5 to 1.

Yet with all the splendid design and staunch workmanship that have gone into Rainbow VII and with all her unheard-of speed, had it not been for the organization that was ready for the start of the test on September 30 it is very questionable whether such a record could have been established. For average speeds of better than 60 miles an hour mean the conserving of time—the making of every second count. The loss of but sixty seconds means the loss of a mile in the average, and to pick up that time, once lost, means that a mile must be picked up again. And to speed up to an average of more than a mile a minute means strain and tension.

Here it was that Greening's splendid organization showed its strength and dependability. To organize perfectly ashore, Greening placed in charge F. J. Maw of Hamilton. Functioning under him were the men to handle lines, to gas the boat, to receive messages from the boat, to signal the driver the time he was making. This organization worked perfectly, and the average time for tying up at the dock, taking on gasoline, changing crews and again getting under way was but two minutes and 12 seconds.

Only twice was time consumed other than in gassing and changing crews. Once a slipping clutch gave a little trouble, and Rainbow VII came to the dock for 14 minutes and 18 seconds. Again a broken clutch finger brought her to the base with a total loss of 9 minutes and 24 seconds. But at that stop the ship was gassed and crews changed—Greening's organization overlooked no chances to conserve time!

F. J. Maw, in charge of arrangements at the dock, signalling Rainbow VII that she had been 39 seconds ahead of time

Dave Reid and O. H. Brunnette on the off-watch, being entertained with one of his typical stories by Commodore Drakeley

Nor did the organization ashore permit the ship to run ahead of—or behind—her predetermined speed. And here it may well be mentioned that on only ten laps of the 38 did the base hoist the sign that she was running behind. On the other 28 it was necessary to show the word that she was running ahead. Communication for this purpose was maintained by showing a placard with the number of seconds either ahead or behind for the lap just covered. Thus if she completed a lap in 18 minutes, 24 seconds (instead of the standard speed of 18 minutes, 34 seconds), the placard read +10. But if she were ten seconds slow, the placard would read —10. Thus the driver and observer checked their own time constantly with that given by the official timer, J. L. Martin, of Buffalo, who, by the way, timed Rainbow IV when she set the 24-hour record four years ago. In fact, the organization handling Rainbow VII was largely the same, except that when Rainbow IV was setting her record the Editor of MoToR BoatinG was one of the three drivers. Unable to accept Commodore Greening's urgent invitation to assist again this year, his place was taken by Stroh, himself widely known as an experienced and expert driver.

But not only did Greening's organization function perfectly in sending communications to their ship, but also in receiving messages from it. When Rainbow had a message to send ashore — generally something highly important such as, "Are the sandwiches and coffee ready?" or "Has somebody started for Port Carling for those cigarets I asked for?"—it was placed in a special air-tight can and the can tossed toward the shore as the ship tore by. Standing by whenever Rainbow was in sight coming toward the dock was a boat instantly ready to cast off when it was seen that a message would be sent. Little time was lost in retrieving, and if the message made action necessary, the shore organization got it.

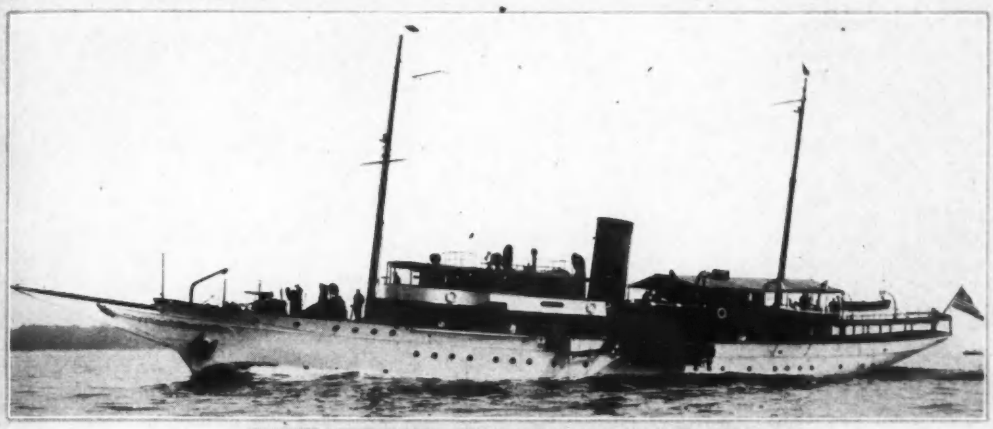
Also standing by was another boat—high speed—ready instantly to go to Rainbow's assistance should trouble develop, for at extreme speeds anything may go wrong, even if only briefly, and generally something does. But in this case, the crash boat had nothing to do, for Rainbow ran steadily and perfectly.

Yet there was always tension connected with the run, for the long course—9½ miles from turn to turn—meant that for about half the time the ship was out of sight, an island being between the upper turn and the base. So wonderfully timed was the run that Rainbow always came back into sight within a few seconds of the predetermined time each lap. But the organization took no chances—the crash boat standing by had instructions that if ever Rainbow VII failed to appear round the island within fifteen seconds of the time she was due, the crash boat was to go into action with complete first aid equipment. Fifteen seconds is not long, yet at the terrific speeds Rainbow was making, being fifteen seconds late could mean but one thing—

(*Continued on page 72*)

ERNST R. BEHREND'S NEW AMIDA

New Diesel Yacht 195 Feet Long Indicates a Return to the Graceful Lines of the Early Clipper Bow



Amida was designed for Ernst R. Behrend by Cox and Stevens, and was built abroad. She is powered with two large four cylinder diesel engines which can maintain a high cruising speed for indefinite periods

M. Rosenfeld

The interior appointments of Amida are wonderfully artistic. A corner of the Bavarian room shows marvelous hand carved and inlaid wood work while the salon and music room on the main deck with open fireplace provide sheltered comfort in cool weather

M. Rosenfeld

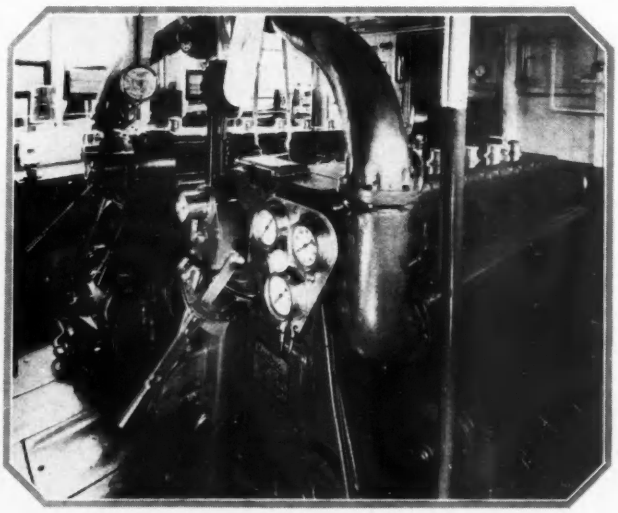
A portion of the deckhouse is devoted to the lounge, walnut finished and furnished in excellent taste

SOLANA—A BRILLIANT YACHT

One of the Year's Outstanding Craft with Many Features Made Possible by the Use of Light Weight Diesel Engines

AMONG the diesel yachts of this year Solana, a 106-footer, is a leader. Her builders, the Consolidated Shipbuilding Corporation, at Morris Heights, New York City, have again produced a yacht combining comfort and speed, but now diesel powered. The development of light weight diesel engines has opened up new fields of endeavor to the naval architect and yacht builder.

Solana follows closely the design of Klahanee by Tams & King, which was also built by Consolidated. Solana, however, features refinements which include additional space in owner's quarters. For instance, there are three double staterooms, each with baths attached. In addition there is a stateroom which can be converted into a double room. Eight in the owner's party can be most comfortable.



Two 300 h.p. Speedway diesel engines weigh only 25 pounds per horsepower and run smoothly

Continuous deckhouse in yachts of about 100 feet have in the past detracted from graceful lines. Its utility, however, has long been an accepted fact. Efforts to include continuous deckhouses, except in larger yachts, have met with little success, particularly from the beauty standpoint. While critics may argue that beauty must give way to utility, there is no mistaking the charm of a happy medium. In Solana a delightful sheer line has

The dining saloon of Solana is exquisitely finished in selected paneled walnut

been preserved, a satisfying balance and proportion of deckhouse, and beyond that the heights above decks are low, which immediately suggests stability. Coupled with this admirable treatment, a large deck follows the deckhouse. As a snug finish at the after end, a deck seat is arranged, upholstered in a way that copies the most comfortable fireside chair.

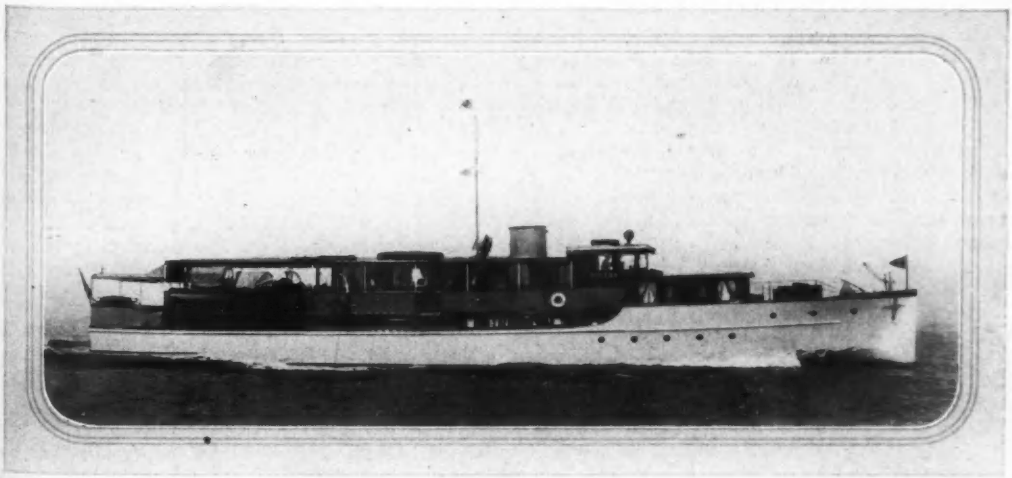
The dining saloon of Solana is finished in selected paneled walnut, exquisitely finished. Blue transparent drapes reflect the lights in tones which seem to smarten the walnut richness. A taupe rug covers the entire floor, which completes an atmosphere that is most pleasing.

The inside passage from the dining saloon leads to the lounge, another walnut paneled room with huge windows on the side. Settees and over-stuffed furniture grouped with end tables and bridge lamps are arranged in excellent taste. A rich figured material of gold and red, the latter dominating, dresses the windows most effectively. A neutral shade rug softens the brighter colors, which makes this interior one of the most effective ever seen.

Double doors aft lead to the deck, which is covered with a permanent top. Here, too, is a delightful setting of reed furniture in groupings, varied in color, with a trend toward gayness which a deck should suggest.

There are two entrances to the owner's quarters: one from the port side of lounge, a winding walnut staircase leading to passageway below, and the

(Continued on page 96)



Solana—a 106-foot diesel engined yacht with a speed of seventeen miles

M. Rosenfeld

The living room on Acania, with its cheery fireplace, radiates a home-like atmosphere

ARTHUR E. WHEELER'S NEW ACANIA

One of the Notable Yachts of the Season, Heavily Constructed and Provided With All Measures for Safety and Comfort

PROMINENT among the notable new yachts of the season is Acania, owned by Arthur E. Wheeler of New York. Built by the Pusey and Jones Corporation of Wilmington, Delaware, from designs and specifications by John H. Wells, Incorporated, she is 126 feet in overall length on a waterline length of 118 feet. The beam is 21 feet 8 inches and she draws normally 8 feet of water.

Acania's lines are decidedly attractive and, as the accompanying illustration shows, she is of the plumb stem type of yacht with overhanging stern and continuous deckhouse with canopy-protected after deck.

Acania's construction is exceptionally sound. The hull is entirely of steel with teak decks, and scantlings are equal to Lloyds and American Bureau of Shipping requirements. Five full transverse watertight bulkheads are embodied in the construction. Fuel and water tanks, built into the hull, have capacities of 6,000 and 5,000 gallons respectively, giving the vessel a wide cruising radius. Aft an additional reserve fuel tank is located for the purpose of keeping the yacht in proper trim. The sheer is continuous, the main deckhouse is of steel and the pilot house on the boat deck is of teak. One signal mast is fitted amidships.

The power plant consists of two main propelling engines—twin six-cylinder Winton diesels of the mechanical injection type. They have a bore and stroke of 10 by 14 inches, rated to develop 250 brake horsepower each at 375 r.p.m. These motors are of the reversible type and give the vessel a maximum speed of 13 nautical m.p.h.

The engines exhaust up the stack and special equipment has been designed to completely eliminate noise and prevent the throwing of unburned lubricating oil and pieces of hot carbon on deck.

Air compressor and pumping equipment of the most modern design is installed in duplicate for all services. Two 15-kilowatt Cummins diesel generators supply abundant electric power and there is a large capacity Exide storage battery. The electrical system is modern and complete to the last detail. All rooms have fans installed, and the bathrooms have electric

heaters, the pantry an electric plate warmer, and the living room an electric fireplace which provides a very cheerful and homelike atmosphere.

There is, of course, hot and cold fresh water and in addition cold salt water is supplied under pressure to all parts of the vessel. The hot water is circulated by a small pump, which insures the availability of hot water at any fixture immediately. Water is heated in the range and in an independent heater, both of which burn the same fuel as the main engines. The bessel is heated throughout by hot water, pump circulated, with radiators located in all rooms. The heater, which is located in the engine room, burns fuel oil.

Particular attention has been given to ventilation, all compartments being provided with natural ventilation, and the living quarters aft have a power supply system for forced ventilation of large capacity.

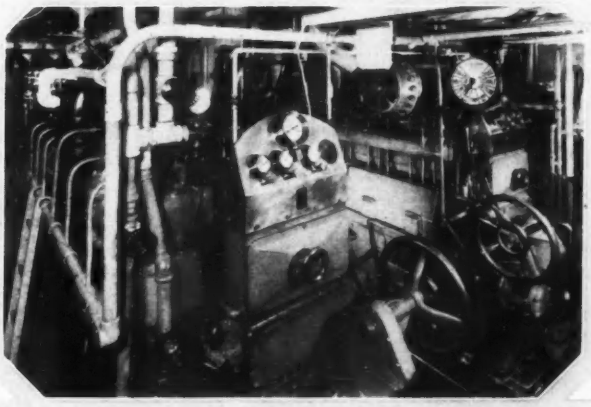
The refrigerators are maintained at the proper temperatures by Frigidaire equipment. For fire control, a CO_2 fire system is installed with two independent control stations.

Small boat equipment consists of a 21-foot coupe launch for the owner, a 16-foot Consolidated-built crew's launch, a small Luders sail boat swung in davits, and a 14-foot dinghy as well as a life raft.

A gasoline tank of 300 gallons capacity is carried on the boat deck for the purpose of supplying the small boats with fuel.

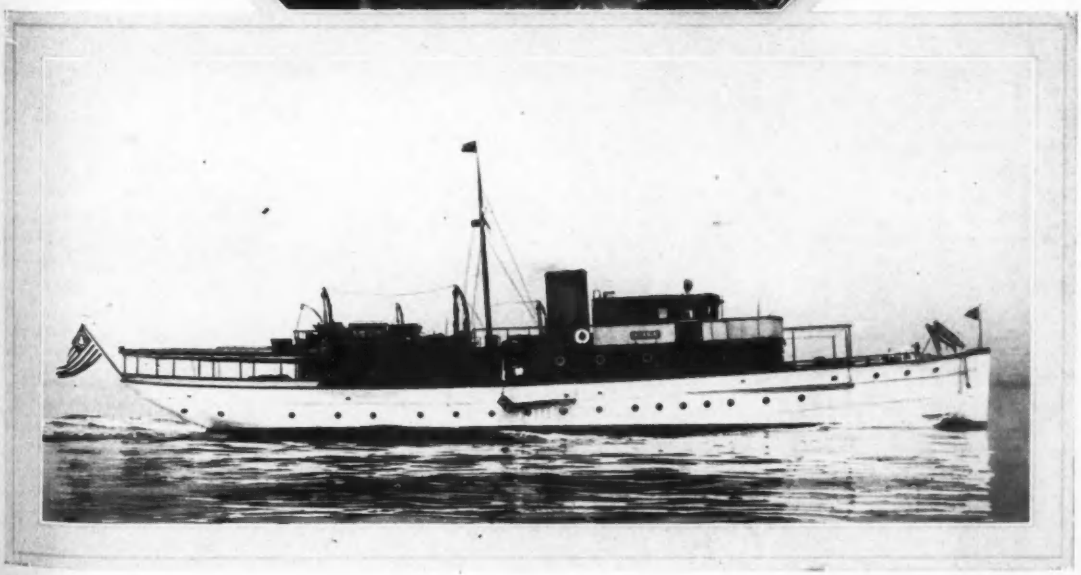
Accommodations are found in the forecastle for six men, three double officers' staterooms, with separate bathrooms for officers and crew, an officers' mess room, refrigerator and a galley the full width of the vessel.

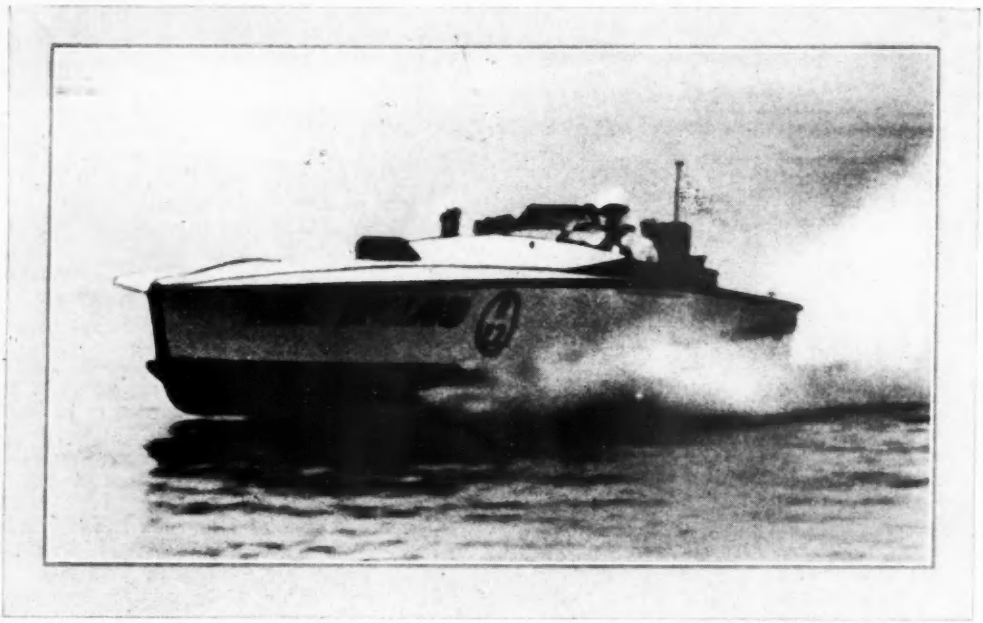
A view across the bridge with chart table and cabinet in the far corner



Two big Winton diesel engines of 250 h. p. each drive the vessel at 13 knots

Acania is an able craft 126 feet long, heavily built and fitted with five transverse steel bulkheads





International News Reel

Miss England running at the Lido, Venice, Italy, where she defeated Miss America V and Miss America VII, the American representatives

MISS ENGLAND WINS AT VENICE

Miss America VII and Miss America V Come to Grief—British Boat Wins Mile Trials and Shows Greater Speed in Competition —A Real Contender for the World's Championship Honors

THE recent International race meet held at Venice, Italy, was one of the most important that has ever been held in Europe, as it brought together the most interesting gathering of fast boats which have ever met in European waters. With Miss England owned and driven by Major H. O. D. Segrave of London and Commodore Wood's Miss America V and Miss America VII, the three fastest craft in the world with the possible exception of Miss America VIII, Commodore Wood's Harmsworth Trophy winner, were brought together for the first time in motor boating history.

There were ten important events. Prizes were offered on a very liberal scale, totaling many thousands of dollars. Quite naturally the greatest interest centered around the three high speed racers which competed for the Prince of Piedmont's Cup offered in the mile speed trials and the race for the Count Volpi Trophy.

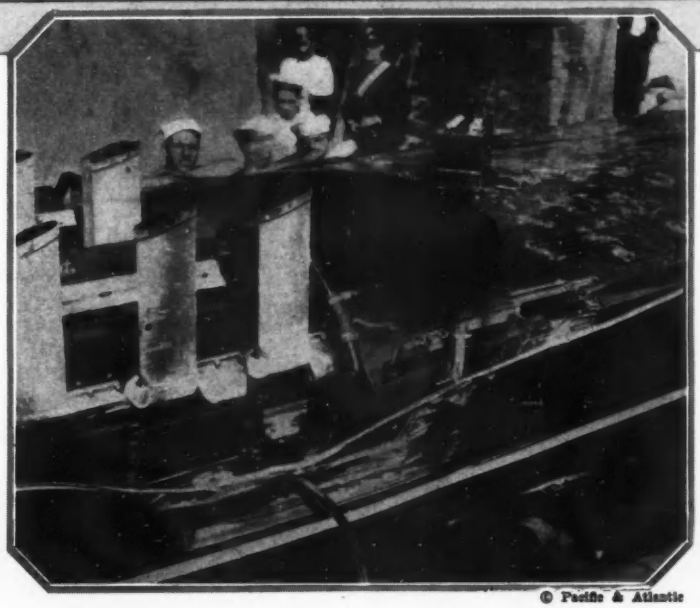
In addition to Miss England and the two Miss Americas, the new Italian boat, Savoia, owned and piloted by Prince Ruspoli was entered but unfortunately this boat on which the Italians based such great hopes, was damaged in one of the earlier events so she had no opportunity of demonstrating her capabilities. This boat is powered with two Fiat motors, each of about 1,500 horsepower which had been specially constructed by the Fiat Company, with the hope of attaining the world's speed record.

The races were scheduled for six days, from September 10 to September 15, indicating that the race meet was one of the most ambitious ever held. The speed trials were held over a measured mile in the lagoon where the water is always calm, while the speed events were contested off the Lido over a 5 kilometer course. The starting and finishing line was at the Excelsior Hotel. Although it might be thought that the sea off Lido is always calm in September, it was found necessary on one

International News Reel

Phil Wood of Detroit, Michigan, who drove Miss America VII, with Mr. and Mrs. Orlin Johnson

A scene at the Lido showing Miss America VII, partly submerged



© Pacific & Atlantic

Rompiel

A broadside close-up of Miss America VII after she had been raised

day to have the races in the lagoon owing to the water being too rough.

The entries totalled about 75, although the number of starters in some of the classes were disappointing. In most of the events, there were two heats. As already mentioned, the most important event was the race for supremacy between Miss England, Miss America V and Miss America VII and Savoia. Commodore Gar Wood had announced that he would ship Miss America VIII to Venice but at the last minute, he changed his plans and sent Miss America VII, in charge of his brother Phil Wood as helmsman and Orlin Johnson at the throttles.

In the race for the Prince of Piedmont's Cup for the highest speed obtained over one nautical mile, the speed being computed by the mean of six runs, three in each direction, Miss England made her runs on Thursday, September 12, her mean speed being 92.847 miles per hour and her best speed in any one run, being the third run north to south, at 93.647 miles per hour.

Miss America VII and Miss America V did not run on this day. However, they ran on Saturday, September 14, which was the last day on which competing boats were allowed to attempt their maximum speeds for the Prince of Piedmont's Trophy. Miss America VII completed only four of the required six runs in these trials, her maximum speed being 91.08 miles per hour and her mean speed for the four runs being 90.008 miles per hour.

On Saturday afternoon, September 14, the first heat for the Count Volpi Cup for the Championship of Europe was held. This heat was run over a distance of 20 kilometers, namely four laps of five kilometers each. Miss America VII made a perfect start, crossing the line at full speed followed at a distance of 20 yards by Miss America V. Next came the Italian boat Cabac, equipped with two Isotta-Fraschini motors, 8 cylinder in line, which was about five yards, or a length behind Miss America V. Then came Miss England which made a very bad start and crossed the line fourth. Before a quarter of a mile had been covered, Miss England caught and passed Miss America V, then caught and passed Miss America VII on a straightaway before the first turn had been reached. On reaching the first turning mark, the order was as follows: First Miss England, then Miss America VII 150 yards behind, then Miss America V about 200 yards astern of Miss America VII. Then the two Italian boats trailing still further astern.

The back stretch of this course consisted of a straightaway of about one mile *(Continued on page 78)*

Mason at mouth of cave on Rio Frio where ancient pottery and jade was found by him in a tomb. The flag is that of the Explorers Club of New York

CARIBBEAN BLUE

Difficult Boating Between Cayo and Belize in British Honduras Where it is Necessary to Supplement Engines by Man Power in Hauling Boats up Stream

By GREGORY MASON

Part II

CARIBBEAN blue of the deep turns to light green of the shoals through the cays which guard the approaches to Belize. In turn green blends to dirty brown before one reaches the bridge over the river which divides the capital of British Honduras into two sections. In this dirty brown lurk countless catfish, the scavengers of Belize. They hang close to the town, however, and are replaced by cleaner fish upstream a few miles where stagnant muddy brown water gives way to a turbulent stream of sepia.

But Belize is far cleaner than its harbor, for all the dirt and refuse has gone into the water. Even in the lower class negro sections the streets of the British colony are spick to the eye and inoffensive to the nose. As a matter of fact, Belize has a peculiar lure. When one is there one often feels impatience to depart, but once one has departed one is apt to want to return. The easy going atmosphere which is a component of the charm of all tropical seaports is doubtless a large part of the lure of Belize, but an even larger item is the indigenous hospitality of the place. The average Belizian is chiefly concerned with two matters, first, the pursuit of the business by which he gains his own livelihood, and, second, the dispensation of kindness to strangers. One illustration may serve to show their characteristic hospitality.

On the afternoon of March 15, 1928, two scientific expeditions were occupying themselves in their rooms in the International Hotel—Belize's proudest hostelry—with packing baggage against departure that evening in the motor boat Canada for El Cayo, the head of navigation on the Belize River. In room 16 the Captain Marshall Field Expedition, of Chicago, was packing his duffle bag. In room 17 the naturalist branch of the Mason-Blodgett Expedition, of New York, was doing ditto, and in room 18 the archaelogical section of this same outfit was stowing tick-bite lotion, quinine and iodine into a corner of a kayak, or pannier of light wood fibre. The three gentlemen just referred to (in the order of allusion they were J. Eric Thompson, Oliver L. Austin, Jr., and the narrator of this tale) were weary, sweaty and dismal in the mind. This was approximately the 181st time that each expedition had packed since leaving the States, and at each repetition "the adequacy of space for the goods to be therein deposited seemed less sufficient, if you know what I mean," as Austin put it.

At this juncture, when packing seemed the most important thing in our lives, and profanity was mingling freely with sweat, arrived a delegation of

five gentlemen appointed by an enthusiastic gathering in the bar on the ground floor with the mission to remind us that something else was more important than packing.

"It is now four o'clock," said the spokesman for the five. "You are due to sail at seven. And you are guilty of overlooking an ancient and honorable tradition of Belize. It is a hallowed custom of this city that no archaeological expedition shall ever leave Belize sober."

"A truly charming custom," proffered Austin, "but we simply have to pack first."

"We'll attend to that," said another of the five. And they promptly did. In an amazingly short time what had appeared to us a hopeless task was accomplished. Somehow all our boots, films, ammunition and what-not were crammed into what had appeared an entirely inadequate space in the upper halves of kayaks and duffle bags, and we found ourselves downstairs in what is the social center of Belize, internationally speaking.

As a rule the Indians do not gather in large villages, but scatter their huts singly or in small groups

That is how the trouble started. It was given another impetus when Griff Winter stated that the population of Wales was at least 5,000,000, and offered to bet every one a bottle of Black and White to back his assertion. Everyone took Griff up. Someone found an old almanac. This showed that Wales had only a million and a half inhabitants in 1890. That was a long time ago, but Griff, who is an extremely good sport, admitted that Wales could not possibly have gained 3,500,000 people in the last thirty-eight years, and he promptly paid his debt.

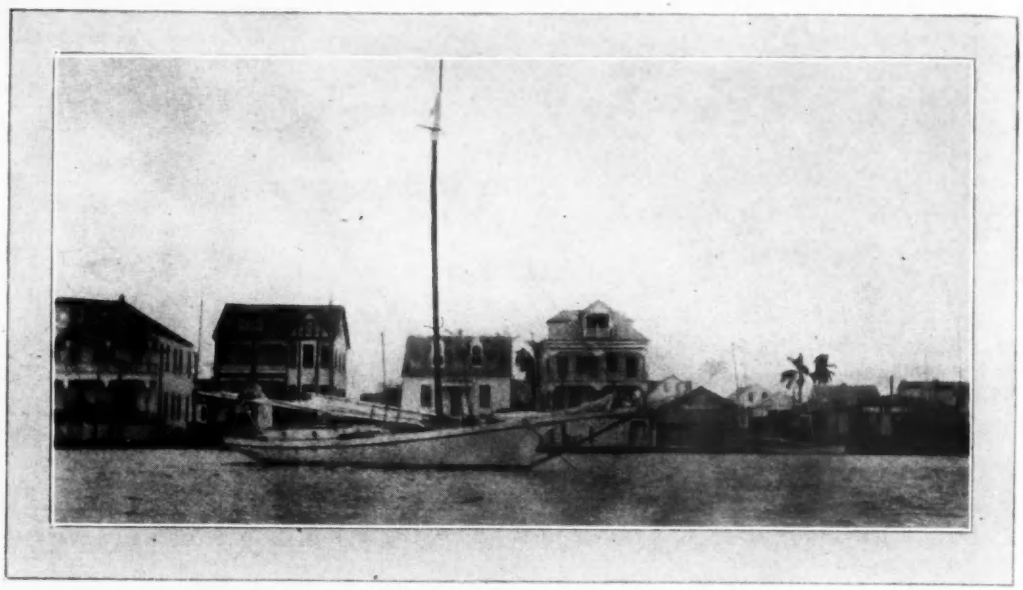
One result was that neither expedition moved toward the the river until eight o'clock. And both forgot the important matter of fixing a price in advance with the drivers of the two flivver taxis which were used to carry us the three blocks to the dock where the Canada lay. Therefore, we should not have been surprised when the African chauffeurs asked us to pay them four dollars, which was just double the amount that custom prescribed.

It should be said right here that although we had partaken freely of the royal hospitality of Belize, we were yet far from being in the state which our hosts seemed to think custom demanded of outgoing archaeological expeditions. (Honest Injun, this is so.) Hence, we were quick to resent the imposition the drivers were attempting to put upon us.

"We'll pay you two dollars," said Thompson, "not a cent more."

Thereupon, it developed that one driver still held in his car a piece of my baggage, and that the rascally pair declined to give it up unless we paid their exorbitant charge. I stepped over to the car and promptly laid hold of my suitcase. At this, one of the drivers made a pass at my head with a small but heavy grip he had seized somewhere (it did not

Poling the motor boat Canada upstream against the strong current



Belize Harbor and typical shoal draft sloop of the coast

belong to any of us). Thompson spoiled his aim by grappling with him. Austin and I jumped to the aid of Thompson, who was now the center of a mass of African bystanders, who had promptly sided with the chauffeurs. It looked as if a rather pretty fight would ensue, in which we should probably have been badly worsted, for we were heavily outnumbered. But for a moment no blows were struck, the press being too thick for that. As the mass of us was swaying around, grappling, and trying to get clear for a blow, Thompson yelled at the chauffeur who had attempted to hit me:

"Walk down to the police station with us, and we'll pay you whatever the corporal says is right."

Several of the less inflamed negroes in the mob, those doubtless, who had enough sense to realize what British justice would make them pay for the battering of white men, took up this suggestion and reiterated it loudly. So did Austin and I. The suggestion worked, suddenly the grappling stopped, and we all began walking toward the police station. Then for the first time I noticed a man in sailor's blue uniform on the rear of the procession. As we mounted the steps into the station this man rushed forward to the corporal's desk and said:

"I arrest that man and that one."

He pointed to Thompson and to the chauffeur who had tried to hit me.

This was a pretty how-dee-do. It seems that the man in uniform was a member of the harbor police, doubtless anxious to draw attention to himself as zealous in the pursuit of duty. All of us, on both sides of the controversy, were prompt to aver that no one wanted anyone arrested, that we had come to the station merely to request arbitration. The corporal appeared to agree that there was no need of anyone going to jail, but it seems the marine policeman had authority to make arrests and, once this had been done, the corporal had no choice in the matter. Until the case came up for trial in the morning only the Englishman in charge of the police of Belize had authority to nullify the arrests, and he, having felt indisposed, had retired for the night, and the corporal did not dare telephone to his house to disturb him. It looked as if our sailing would have to be postponed at least fourteen hours!

But the hospitality of Belize, which in a sense had got us into this mess, now got us out of it. We had not been at the police station five minutes before a number of prominent British and American residents of the capital appeared, including those indefatigable friends of distressed travellers, Bob Masson, Acting Head of the Customs Inspection Service, and C. O. Taylor, chaperon and bondsman to many a harassed American. Their diplomacy persuaded the kind-hearted gentleman who presides over the African police of the capital to get out of bed and come to the station. He promptly released the two prisoners,

The main street of Belize, British Honduras

Pottery found by Mason Blodgett Expedition and some of the party

fixed $2.50 as the price which we should pay for the two automobiles, and everybody was happy.

Everybody but the Captain of the Canada. He did not want to anchor for the night until we reached the first rapids, and this two hour delay in starting would force him to dispense with sleep till the small hours of the morning. Also, I suspect he was disappointed that the fight had not developed into a real Donnybrook. He kept speculating as to what the outcome would have been, and analyzing the scuffling abilities of the more conspicuous disputants. His discourse was one factor which held us three white men long awake in our hammocks, which we swung diagonally across what might be called the cockpit of the Canada.

This cockpit is some twenty feet long and averages six feet in width (the boat itself being 50 x 7.5). Like the engine room aft of it the cockpit is covered with a wooden roof supported on posts. It was from these posts that we slung our hammocks. In the past this boat had sometimes been used to carry general passengers and cargo, and on these occasions as many as twenty passengers (chiefly African) had lived in this cockpit during the two to five day period generally required for the run between Belize and Cayo. Thompson had made such a trip once on a similar boat, and apparently all he could remember of it was conveyed by a five letter word beginning with *l* and ending with *y*, and being a partial synonym for *insectivorous*.

The varying condition of the Belize River is the factor which makes so uncertain the running time of any given boat between Belize and Cayo, a distance of about 150 miles. Of course, the downstream passage is generally quicker than the upstream passage. Yet it is possible to go from Belize to Cayo with full water quicker than one comes down from Cayo to Belize with low water.

March is dry season, and the river was now quite low; not too low for optimism as to a fairly easy passage, but falling too rapidly to leave our skipper entirely at ease.

Camp on Rio Frio River, British Honduras

Austin, however, did not want to travel fast. He had lost a month's time with malaria and dysentery in Yucatan, and he was eager to begin making up for it by collecting birds on the trip up river. He was especially interested in rails, feeling, as Ludlow Griscom had felt during my expedition in 1926, that among these long-legged waders in the tropics an unrecorded sub-species might be discovered.

He rose, therefore, before breakfast had begun to fry, and parked himself on the forward end of the shelter over the cockpit, nursing his twenty gauge pump gun, a truly beautiful piece of armament. I joined him with an ancient twelve gauge repeater which I had bought in New Orleans for twelve dollars, intending it as a goodwill present to "General" May, Chief of the independent Indians of Quintana

(*Continued on page* 80)

WHAT THE NOVICE SHOULD KNOW

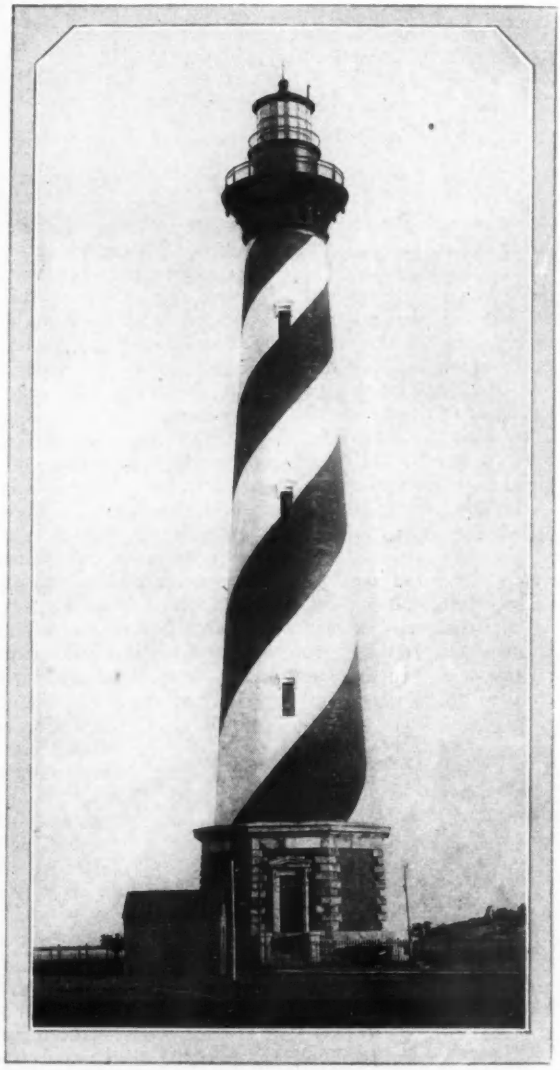
Government Aids to Navigation—Buoys, Beacons, Lighthouses and Lightships—Government Publications

By W. H. KOELBEL

PART VIII

OUR article this month deals with aids to navigation, placed by the government in coastal and navigable inland waters, and used by vessels of all sizes in checking their positions at various points when running courses, entering harbors, avoiding obstructions, and so on. These aids consist mainly of buoys of various types, lighthouses and lightships, located at strategic points and plainly identified so that the navigator can refer to his chart, even in waters that he has never sailed before, place his pencil on the chart and say with assurance—here I am. In other words, these aids give him definite landmarks, the position of which he knows from the chart, and by comparing his boat's location with them in terms of distances and directions, he determines his own exact position.

Navigational aids serve a number of very important purposes. To take just one concrete example to illustrate their value, let us imagine a broad sound, dotted with numerous shoals, among which we have to follow a winding channel. With no buoys to guide us, the job would be difficult enough even if we had been over the course before. We should have to figure out a compass course, run it for a certain length of time, and then change to the next with no definite assurance that we had not been set off our course by tides and winds which had not been properly allowed for. A fog might set in to complicate matters and on top of that water conditions might be such that we could learn nothing from the general color or condition of the surface to help us feel our way through. Under such circumstances we should indeed be literally at sea, and nothing but the best of good luck would take us through.



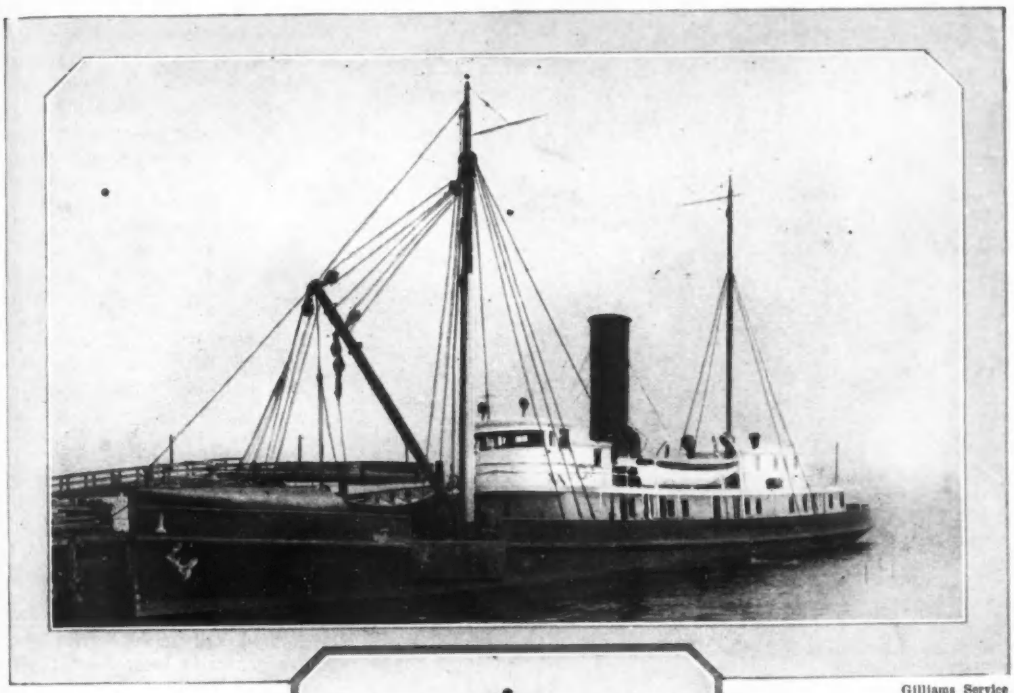
The bold spiral band is the distinguishing mark which identifies the lighthouse at Cape Hatteras

But suppose, as is actually the case, there are buoys located at each important turn in the course. By plotting our course directly from one mark to the next, we are able to run the first straight course, pick up the first buoy, lay our course for the second, check it with the second buoy, and so on. On each run the problem is no more difficult than that of running a simple compass course between two fixed points, making proper allowance for tide and wind. Each time we pick up a buoy, we have the assurance that we are altering our course at exactly the right point.

The problem is much the same in entering harbors. There are very few harbors entirely clear of obstructions of some sort, with sufficient water to run wherever we choose. With buoys to mark the channel, we can find the entrance without guesswork as we approach the shore and follow it easily.

Buoys are the most common form of navigational aid, and these may be divided broadly into two classes, lighted and unlighted. They are used principally to mark channels and shoals, entrances to harbors, obstructions, anchorages, and so on.

The unlighted buoys are of five kinds: spars, cans, nuns, whistling buoys and bell buoys. Spars, constructed of either wood or iron, are used generally for protected inside waters, and vary in size according to the importance of the point which they mark. The wooden ones are made of spruce, cedar, or juniper logs, trimmed and shaped, with an iron strap fastened to the bottom to which a mooring chain is shackled. The



Gilliams Service

One of the government lighthouse tenders used in provisioning the lightships, planting buoys, etc.

A common type of lighthouse structure made of structural steel and used on reefs and rocky shoals

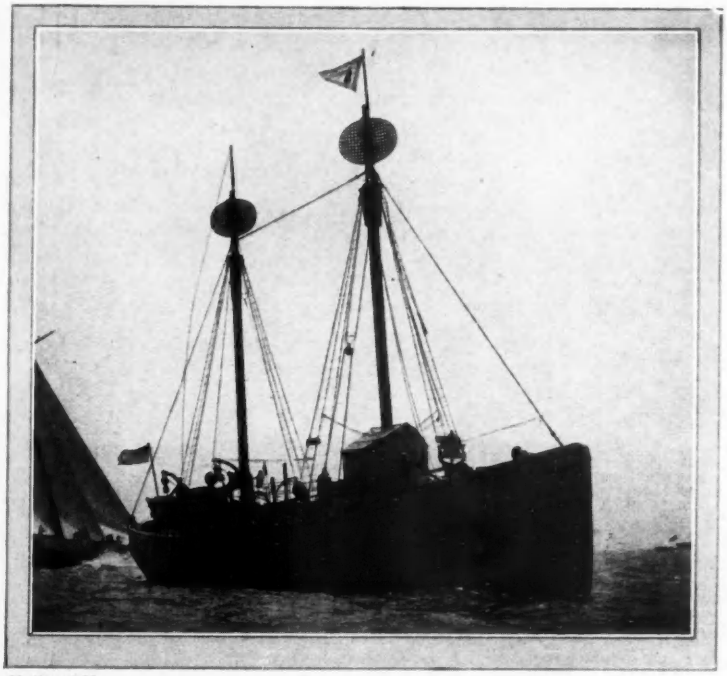
anchor consists of a heavy stone, concrete block, or an iron sinker. These wooden spars are a very common type of buoy, being used extensively in harbors, rivers, and bays. The principal objections to the use of wooden spars are their susceptibility to attacks by the teredo and the likelihood of damage by ice, and these are overcome by constructing metal spars, built up of iron or steel plates. These, of course, are more expensive, but are a good deal more durable at the same time.

Cans and nuns are metal buoys, built of iron or steel plates with separate watertight compartments provided to prevent sinking in case of damage by collision. Cans are cylindrical in shape with flat tops, and nuns are conical metal buoys with the points uppermost.

The other types of unlighted aids are the bell and whistling buoy. Bell buoys have a hemispherical hull, flat at the top, upon which is built a steel framework which carries in its center a bronze bell. Iron clappers, usually four in number, are suspended about the sides and the motion of the buoy in the waves is sufficient to ring the bell. In smooth water, of course, there is the possibility that the bell will not ring. Ballast balls, consisting of round iron weights, are often used to aid in keeping the buoys upright in strong tides and winds. When used, they are attached just below the hull and the mooring chain is shackled below them.

Whistling buoys are the other type of sound producing aid. These are pear-shaped and are constructed of metal. The small end is at the top and a tube extends down through the length of the buoy into the water, the lower end of the tube being left open. The upper end is sealed by a plate in which a check valve and whistle are arranged. The valve permits air to be drawn into the tube as the buoy rises up in the waves and closes when the buoy descends, so that the air in the tube is forced out through the whistle, thus producing the sound. Like the bell buoy, a certain amount of motion in the water is necessary to make it operate, and the whistle proves most effective in rough outside waters where it will be constantly in motion.

Lighted buoys are of several shapes, but all are of metal with compartments in which the fuel for the light is stored. The light is carried on a frame superstructure built on the hull and the gas or oil is conducted up to it through pipes. Generally, the construction is similar to that of a bell buoy and the method of anchoring is also the same. The fuel is acetylene or oil under compression, which feeds to the lamp. The lights are arranged so that they may be shown continuously or intermittently and the period of light and dark may be controlled so that each light has a definite characteristic by which it may be recognized. These characteristics will be discussed a little



M. Rosenfeld.

Brenton Reef Lightship, one of the older types of light vessels. Note the cage work at the masthead and the fog bell on deck

more thoroughly later in connection with lighthouses.

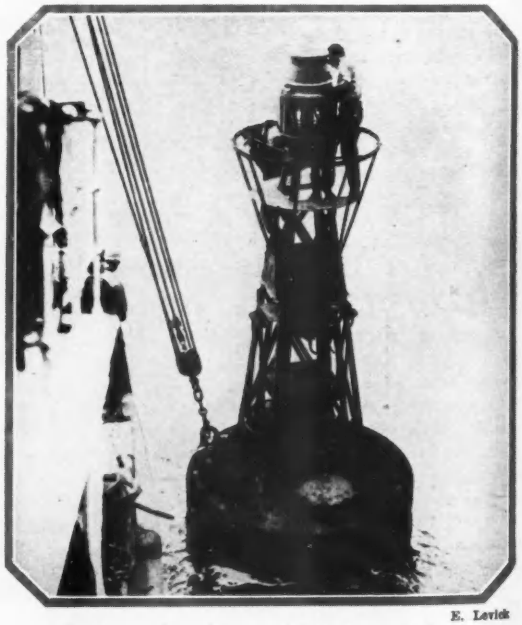
This covers the various types of buoys. There are, however, a number of simpler types of aids used to mark obstructions, entrances and important turning points in channels, and so on. About the simplest of these is the stake or post. These are frequently equipped with a board or pointer indicating the direction of the channel. Spindles consisting of iron or steel pipes, surmounted by barrels, or cages, are also found. Another form of beacon which is slightly more elaborate is a frame structure of either wood or steel with a distinctive shape. Older types include monuments of stone, while the most modern is a pyramid of reinforced concrete surmounted by a spindle and ball, or cage. Naturally, beacons of this kind are suited only to locations where there is a good foundation and comparatively little water. Sometimes they are built right on the bank, on a rock or reef, or on the end of a breakwater.

These beacons may also be lighted. The post light is nothing more than a stake provided with a shelf at the top on which the light is mounted. A more substantial job for use in water consists of a group of three or more spiles, gathered together at the top, where the light is fixed. On shore, wooden frame structures are often built as a more permanent arrangement than the post light and in the water, a spindle of iron pipe or structural steel on a concrete foundation is a very satisfactory mounting for a light.

So much for the various kinds of beacons and buoys and their construction. After all, their construction is not as important as an understanding of what they mean, and how they should be used. In itself, a buoy would be of comparatively little value unless there were some means of determining what it marked and the side on which it should be passed. To accomplish this, the government has adopted a scheme of coloring and numbering that gives us just the information we need. All red buoys are given even numbers and black ones have odd numbers. Red and black ones are striped horizontally and carry no numbers, while the black and white have vertical stripes and are unnumbered.

Now the government has so located its buoys that, entering a harbor or bay from seaward or passing up the coast, red buoys with even numbers shall be left on the starboard hand, and black buoys with odd numbers are to be left on the port hand. Conversely, in leaving a harbor or going down the coast red buoys are left to port and black ones to starboard. Red and black buoys, unnumbered and having broad horizontal stripes, mark obstructions and should accordingly be given a wide berth, passing on either side. The center of a channel is designated by the white and black buoy, vertically striped and having no number. These should be passed close aboard. When placed on the sides of channels, nuns, colored red with even numbers, are generally located on the starboard side of the channel entering, and cans, painted black, with odd numbers, are found on the port side. Quarantine buoys are yellow, and white ones define the limits of an anchorage.

The placing of buoys, their servicing and keeping them in their proper location involve a tremendous amount of work on the part of the government and for this purpose, regular stations are maintained as a base of operations from which tenders are dispatched periodically on their rounds of maintenance. As a result of this constant attention, a great deal of dependence may be placed (*Continued on page* 122)



E. Levick

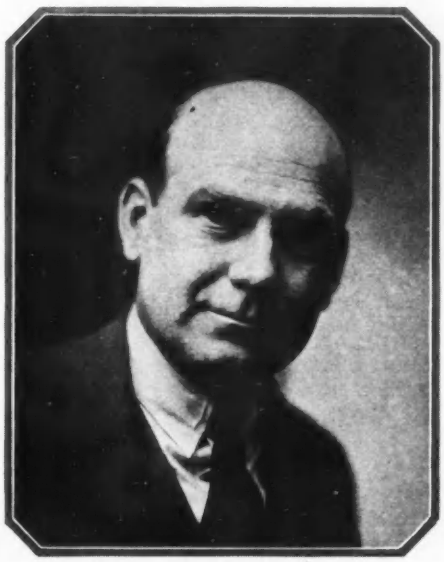
Ambrose Channel gas and belt buoy, an important beacon for the entrance to New York Harbor

AN HISTORIC SHIPYARD RE-OPENS

New Line of 50-Foot Stock Cruisers to Be Built in Old Established Plant. Joseph Urban to Create Individual Decorations for Each Boat

LOUIS O. MACLOON, formerly a legitimate stage producer, operating theaters in Los Angeles, San Francisco, and other Pacific Coast cities, and with many years boating experience, announces that he has formed the Almac Yacht Corporation and has taken over the famous Pistol Point Shipyard at Mystic, Connecticut.

Mr. Macloon will build this season only one style of motor yacht—a fifty foot twin screw express cruiser of extreme streamline design. New buildings are being constructed and the twelve-acre plant is completely equipped to go into immediate production on an assembly line idea of six boats at a time. For the present, two boats are under construction—one for the New York Motor Boat show and the other a demonstrator for Florida waters. The progress has been very fast and the test boat will go overboard the second week in November.

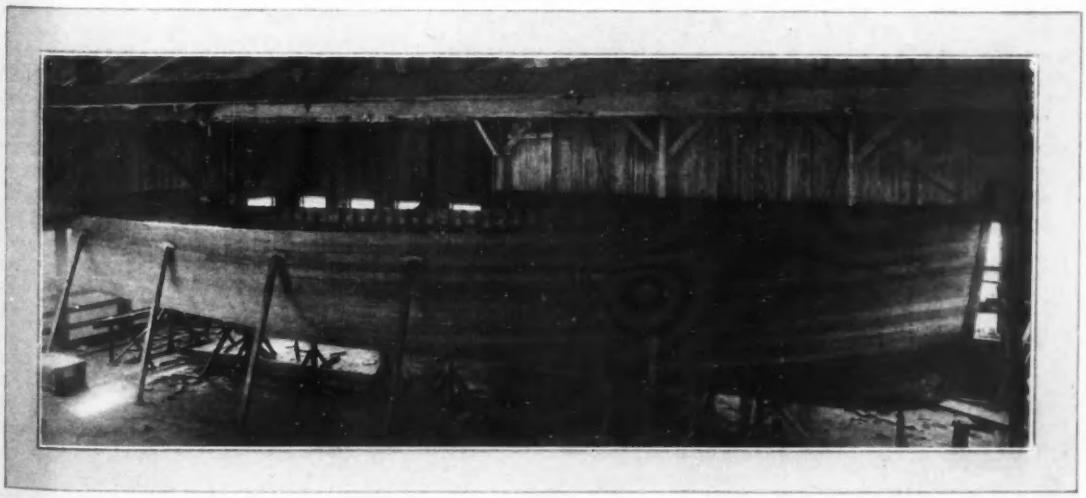


Louis A. Macloon, president of the Almac Yacht Corporation of Mystic, Conn.

Probably more important than the customary announcement of a new shipbuilder is the fact that no less a personage than Joseph Urban has been retained to create and execute the interior decorations and outside colorings for these new boats which will carry the trade name of Seven Seas Cruisers. Mr. Urban and his famous ideas are too well known to require explanation but something radically different is expected from this new assignment, for it will mark his entry into the yachting field. The two latest Urban creations now causing a buzz of excitement are the Casino in Central Park, New York City, and the roof garden of the St. Regis Hotel, New York City. In addition to the Florenz Ziegfeld theatrical productions, Mr. Urban will as usual create the settings for the Metropolitan Opera House and their offerings this season.

From a construction standpoint the new Seven Seas Cruisers will carry the rigid specifications of the best custom boats. Powered with twin 200 h.p. Sterling Engines they will make a speed in excess of twenty-two miles per hour. The boat is framed with Connecticut Red Oak, 2 by 2 inches on one foot centers and the back rabbeted keel is also made from this noted wood that has served shipmakers for many centuries. The planking is 1½ by 1¼ inch mahogany and the cabin sides and deck houses also mahogany. The equipment will be the best on the market and all in all Seven Seas Cruisers will be a worthy addition to the best of fine boats that are now being built in America.

William Simms and Arthur Peacock, formerly with George Lawley & Sons Corporation, have been placed in charge of the construction department and the naval architecture is by Mr. Macloon (*Continued on page* 130)



The first Seven Seas Cruisers hull planked at the Almac Yacht Corp. plant. These boats are to be individually decorated by Joseph Urban

Photographs by M. Rosenfeld

President Hoover aboard an Admiral's barge, bound for the Coast Guard Cutter Apache from which he viewed the first heat of the race for the President's Trophy

IMP WINS PRESIDENT'S TROPHY

Washington Holds Interesting Series of Races on Potomac

WASHINGTON, after a lapse of a year, re-entered the list of National Regattas once again this year. With Commodore William A. Rogers at the helm and supported by officers and members of the Chesapeake and Potomac Power Boat Association, a very creditable regatta was held on the Potomac which brought together most of the country's racing craft, with the exception of the Miss Americas, as well as the outboards.

The two principal events on the program were the President's Cup race and the Potomac River Grand Free for All. Richard F. Hoyt's Imp, with her owner at the wheel and Vic Kliesrath at his side, took both events, again proving that Imp is the most successful class boat of the year.

Imp had no trouble in taking the two heats for the President's Cup, while President Hoover himself looked on from the Coast Guard Cutter Apache. However, in the Grand Free for All, competition was keener and it was not until the race was half over before Imp went into the lead. Carenaught, Roy Keyes' Curtiss-powered runabout, driven by Milton Elliott, took the lead at the start but soon the pace was too swift and she dropped by the wayside with an injured propeller. Jayee III, a thousand horsepower Gar Wood runabout owned by W. F. Corby, then took the lead but with Imp making her fight every inch of the way. Jayee III threw a wake like a battleship, which made the going anything but pleasant for Messrs. Hoyt and Kliesrath. But they showed the world that they were game drivers and that Imp was a seagoing hydroplane. Imp with her 300 horsepower was the faster of the two on the turns and Jayee had the edge on

A Chriscraft cruiser under way on the Potomac with an Army dirigible overhead

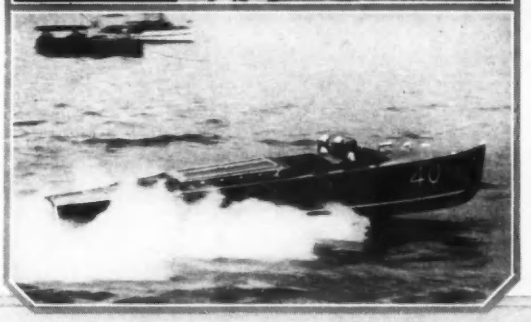
Imp, piloted by her owner, Richard F. Hoyt, winner of the President's Cup, and Jersey Lightning making a start

The crew of Imp: Richard F. Hoyt, owner and driver, and Victor Kliesrath

the straightaway. So it was nip and tuck for three complete laps with the lead alternating between the two boats. Then Imp found a few more revolutions and once in the lead she was never again headed, crossing the finish line about 100 yards in the lead amidst the greatest salute of whistles and cannon ever heard at a motor boat regatta.

In the stock runabout classes, Chriscraft as usual finished one, two, three, no matter whether it was the 125 horse power, 150 horse power or 225 horse power events. So accustomed have we become at reporting and re-reporting this fact at regatta after regatta that it becomes monotonous.

(*Continued on page* 130)



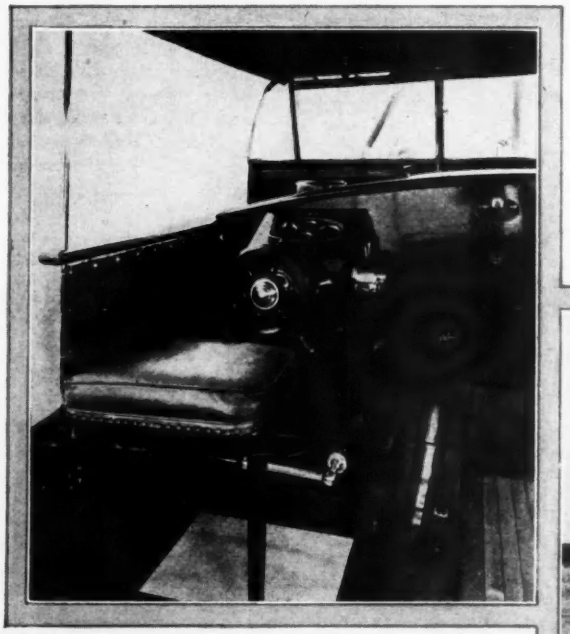
The start of one of the 151 *inch hydroplane events. Sparrow, the winner, is seen in the foreground*

Jayee III, a special Gar Wood runabout, powered with a 1000 *horse power Packard motor, owned by W. F. Corby of Washington*

CRUISING WITH A CORSAIR

A Standardized Craft Combining Features of Runabout and Cruiser

The interior of the Corsair cruiser is attractively finished and provides comfortable berths for four persons. Cushions are covered with durable material and deeply upholstered. The companion leads to the forward cockpit above



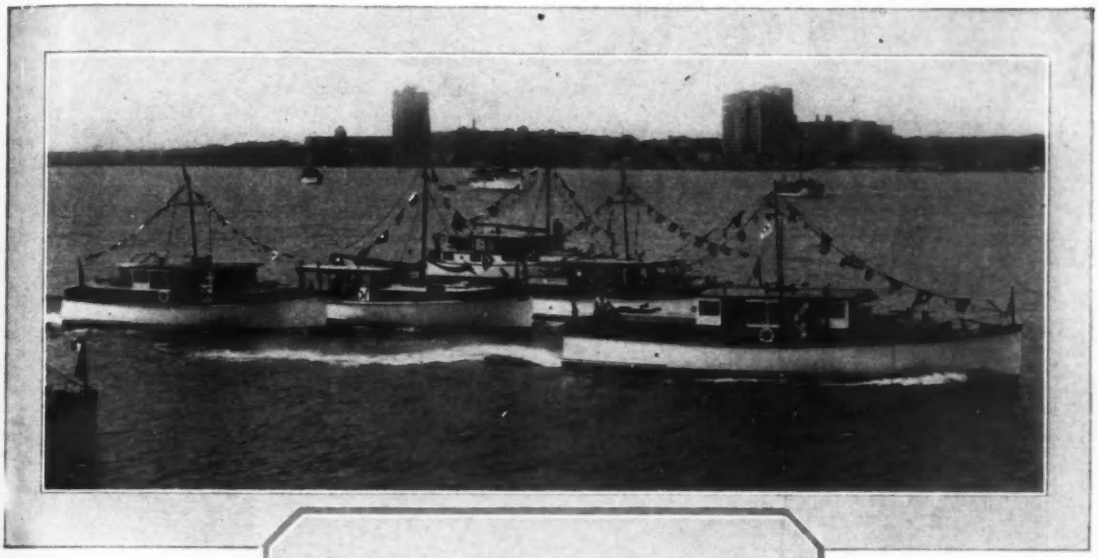
Photographs by M. Rosenfeld

Special study has been given to the comfort of the helmsman. He has a comfortable seat with foot rest and all operating controls close at hand. Bright work is all Philippine mahogany with white pine floor

The Corsair Cruisader is only 30 feet long but has the accommodations of a much larger boat. Chrysler engines in two sizes are used, giving speeds to 20 m.p.h.

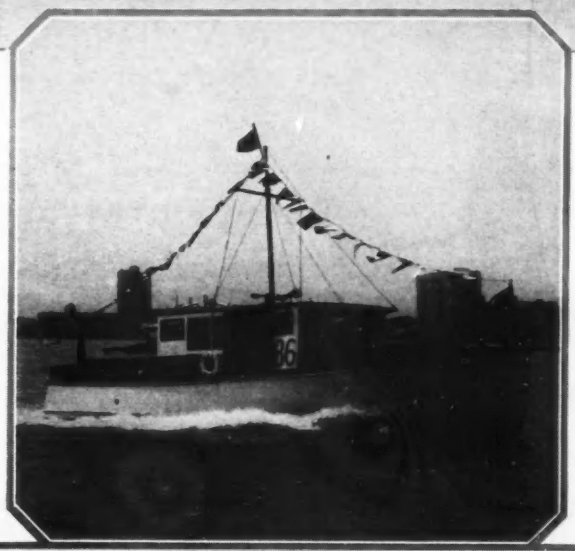
STOCK CRUISERS USE POPULAR ENGINES

Powerful and Dependable Motors Selected to Power the New Line of Matthews Stock Cruisers

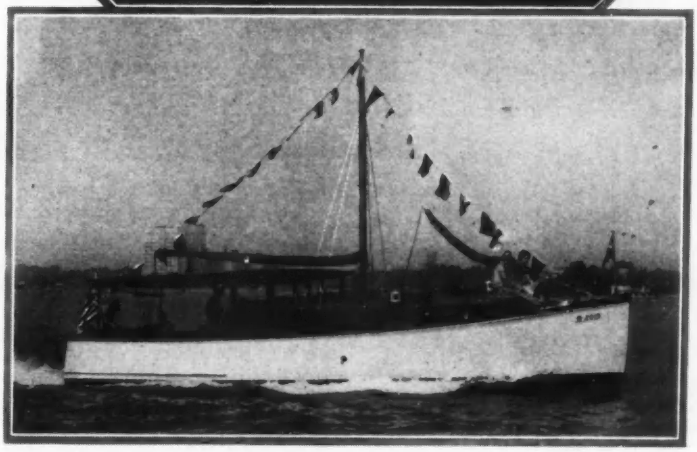


M. Rosenfeld

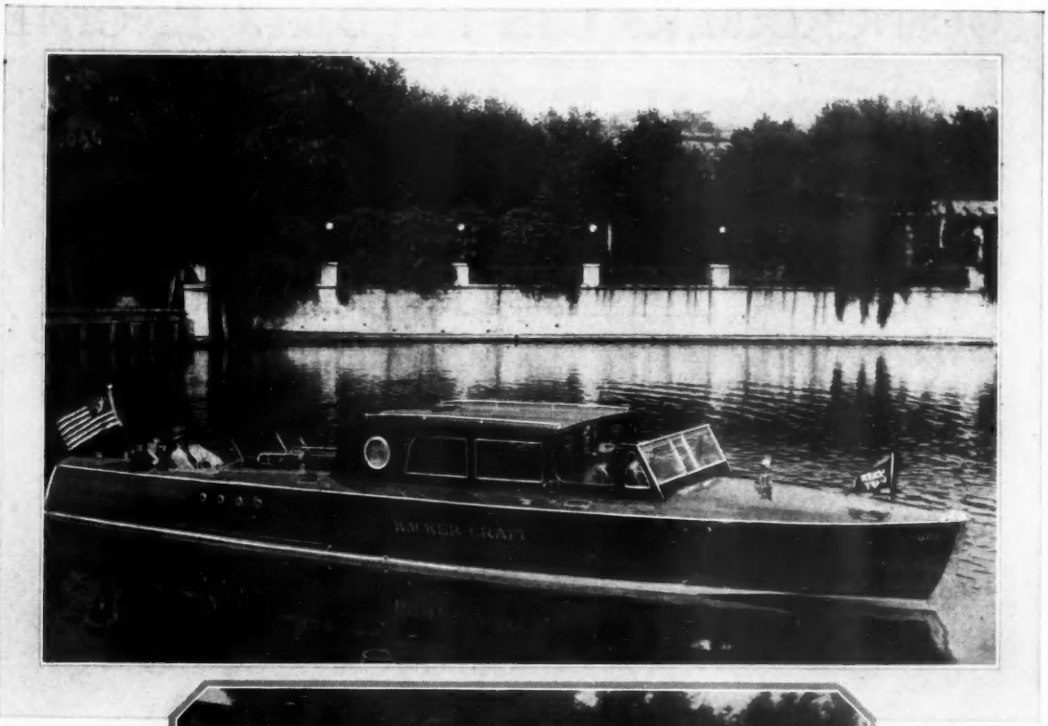
The start of the special race for Matthews Stock Cruisers held September 1 at Detroit during the International Regatta. The leading boat shown at the right is a Matthews 46 with enclosed bridge deck, owned by Harry Van Sickle of the Detroit Yacht Club. The power plant is a 150 h. p. Kermath. Number 86 is a 38-footer with double cabin and enclosed bridge deck, also equipped with the 150 h. p. Kermath. M. A. Killian is the owner. Leslie Ulrich's 38-foot single-cabin cruiser, a 1926 model, is number 57. G. H. Hopper is the owner of number 16, a double-cabin, enclosed bridge boat, powered with a Kermath 65. Number 15 is a 38-footer owned by James Fortune. She carries a 100 h. p. Kermath



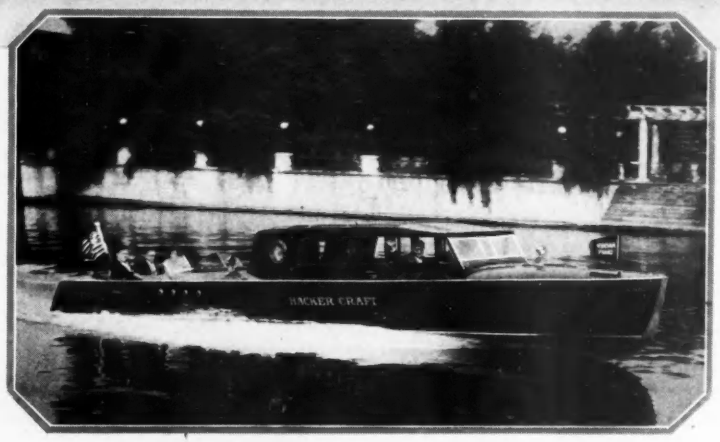
Number 86, the winner of the Matthews Stock Cruiser Race, shown at the right above. This handsome cruiser is Mr. Killian's new Matthews 38, powered with the 6-cylinder L-head Kermath 150 h.p. engine. Faithful performance is a feature of these fine craft



The attractive single cabin model 38 of the newest Matthews line. A 6-cylindered 125 h.p. Kermath L-head motor provides an average cruising speed of 15 m. p. h. Scott Matthews is shown seated at the stern, with Carl Matthews, designer of the boat, at the wheel



The new Hacker commuter at rest. A large cockpit forward has access to the cabin. The after cockpit can accommodate five



At speed the two Kermath engines can turn up to 2,300 revolutions and have developed better than 42 miles per hour

A TWIN SCREW COMMUTER

Newest Hacker Craft a 42 Mile Vee Bottom Speedster with Two 200 h.p. Kermath Engines

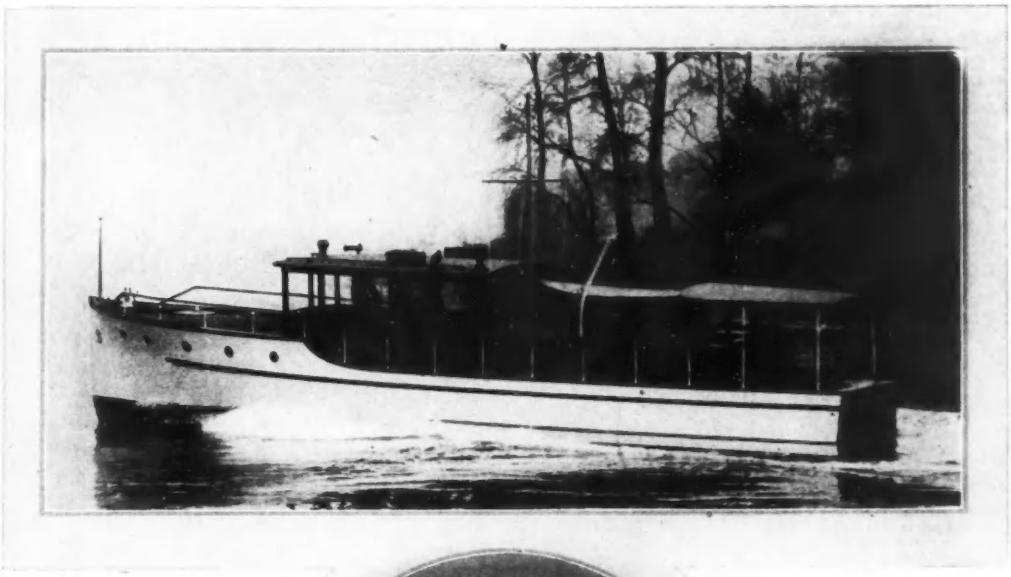
A FAST commuter style runabout has just been completed at the plant of the Hacker Boat Works from designs by John L. Hacker which embodies many unique features in its design. On a length of 38 feet, this boat is able to exceed a speed of 42 m.p.h. when equipped with a pair of 200 h.p. Kermath marine engines, which can be turned at 2,350 revolutions at top speed.

The arrangement of the boat provides a very large and comfortable cockpit forward from which the boat is operated. An entrance from here leads into the cabin, which may have seats or Pullman berths as well as a galley and toilet. A neat companionway with a passage between the two motor compartments leads to the after cockpit, which is designed to comfortably seat five people. All told, 20 passengers can be carried. Its construction throughout is of Honduras mahogany and white oak.

Unusual lines have been achieved by the designer, the boat presenting a very sleek and speedy appearance. Full headroom is provided in the cabin. The boat travels like the wind and actually outdistances the average 26-foot runabout and has extremely smooth riding qualities.

TYPICAL WEST COAST CRUISERS

Substantial Types of Heavy Duty Craft Use Hall Scott Engines for Reliability and Speed



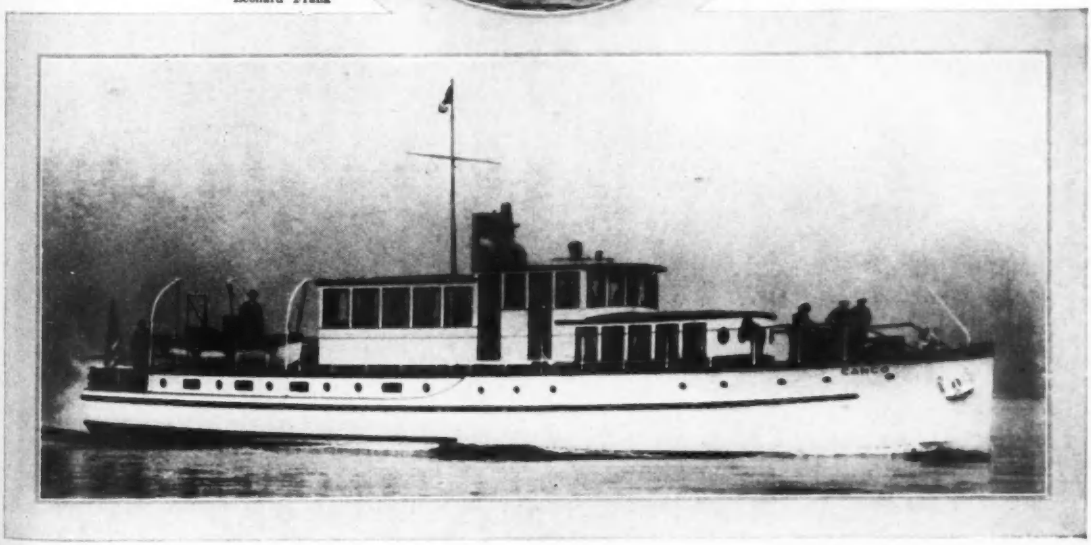
A 52 foot standardized cruiser built by the Lake Union Dry Dock Co. powered with a Hall Scott marine engine. This turns a large Coolidge propeller and produces 15 knots speed

Peter Pan, a smaller boat, 35 feet long, built for C. P. Browning of Vancouver by the Hoffer-Beeching Shipyards, Ltd. She is powered with a straight drive Hall Scott six.

Leonard Frank

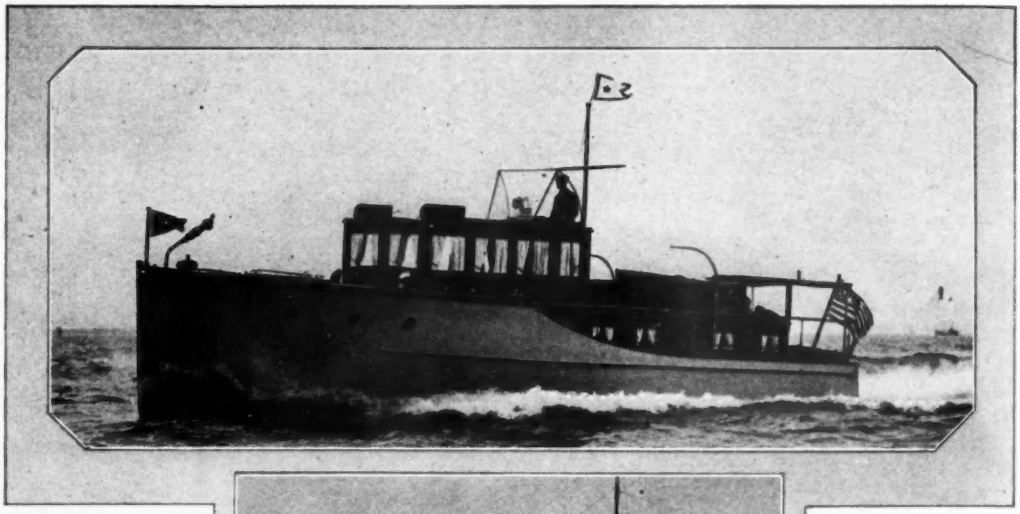
Canco, a 76 foot service boat, designed by L. E. Geary for the American Can Company of Seattle and built by Lake Union Dry Dock Company. Her twin Hall Scott engines with two to one reduction gear give her a top speed of 15 knots

Walter P. Miller

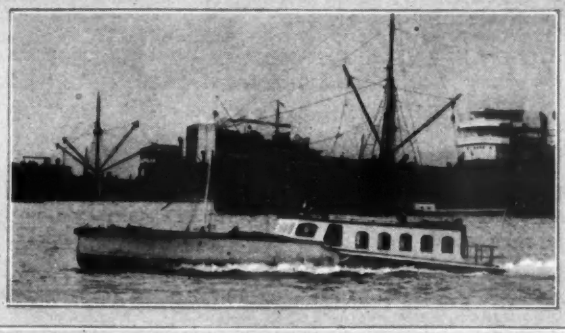


STERLING POWER AT HOME AND ABROAD

Dependable Engines Equally Popular in All Countries



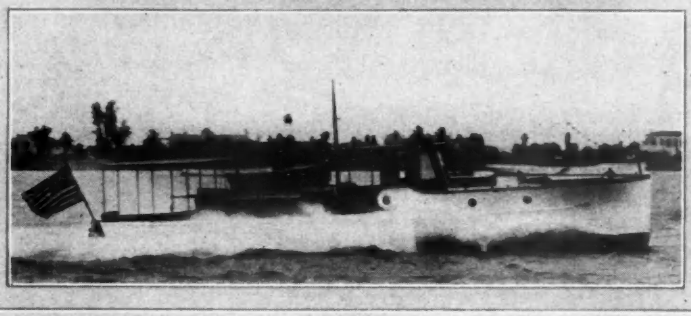
Souris is a typical Sterling-powered cruiser. She is a Humphries-designed 46-footer built for Carroll B. Alker of Glen Cove, L. I. A six-cylinder Sterling Chevron provides a flexible and dependable source of power



Sterlings are also popular in Japan. Itosaki Maru, shown at the left, is owned by Mr. Shiozaki of Osaka, Japan. Two Sterling Dolphins drive her 26¾ m. p. h. She is a 50-footer and was built by the Osaka Iron Works

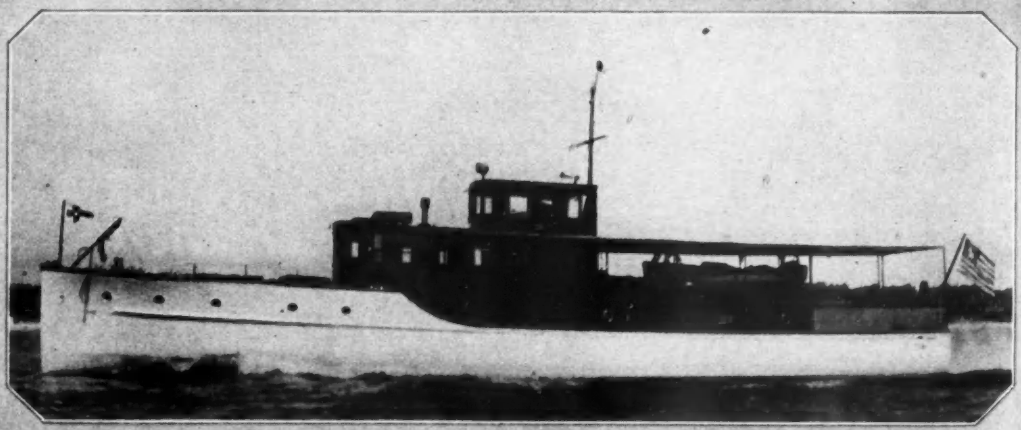
Julina II is a fast 54-foot cruiser, constructed by the Great Lakes Boat Building Corporation for J. G. Dowling of Malden, Mass. A speed of 27 m.p.h. is available with two Sterling Dolphin Specials

E. Levick



A pair of six-cylinder Sterling Dolphins were selected to power T. W. Finucane's Maya IV. She is an attractive yacht from the yard of the J. M. Densmore Company—70 feet in length, 13½ feet beam

M. Rosenfeld



MIDGE—26 FOOT MOTOR SAILER

Construction Drawings and Details of Various Parts for a Substantial Little Outboard Cruiser

Designed Especially for MoToR BoatinG

BY WILLIAM ATKIN

PART II

THE construction of a small boat is an enchanting thing, and to many folks the pleasure of building is equal almost to the use of the boat itself. There is interest in the laying of every plank and charm in the sound of the caulkers. When the deck is at last laid one walks over it for the first time in anticipation of days to come. The inside work progresses board by board, and as the bunks and lockers become real there are day dreams without end of snug anchorages, rainy nights, fair winds, and sunshine afloat. Try it, shipmates, and learn how keen a time awaits the man who builds a boat.

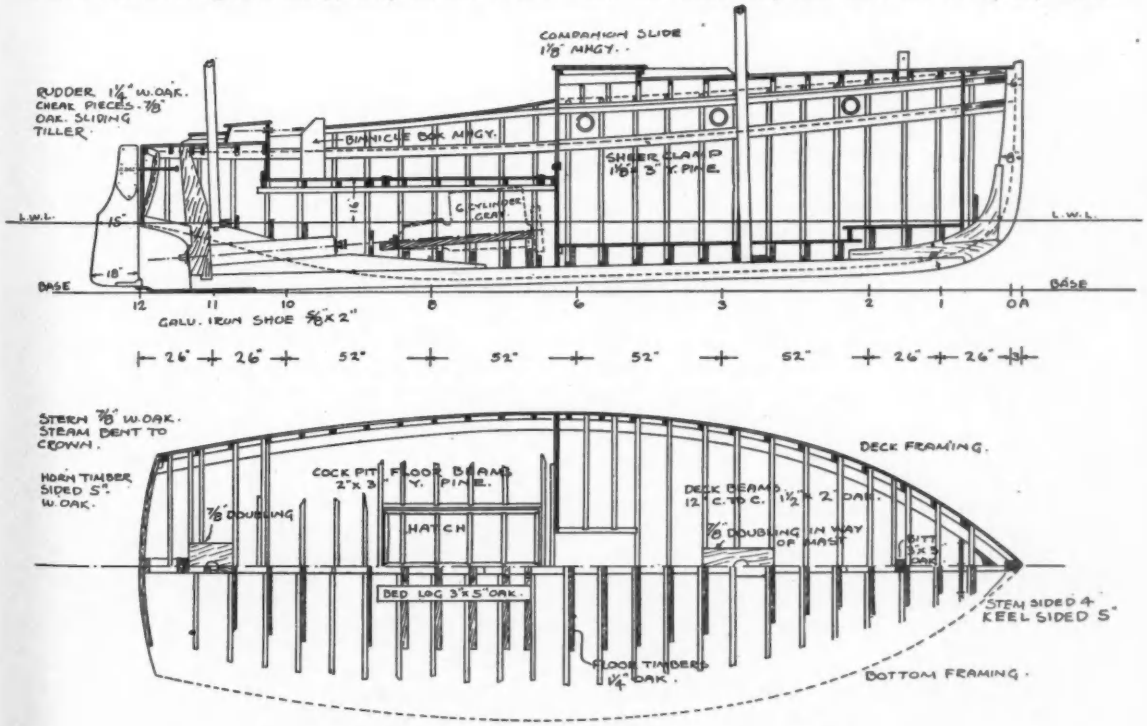
Those who purchase a boat ready built miss more than half the fun of boating. One of my clients says that a man either loves a boat or hates it, and I believe he is very nearly right. And it has been my experience that only the man who sees the keel of his craft arise from the builder's floor, who watches the construction week by week, who sees the launching, and who goes along on the trial trip has a kinship with his boat that amounts to something far beyond its cost in cash; and far beyond the feeling that it is just another boat.

I promised several months ago to reproduce some pictures of Speculation, the 19 foot Suicide boat whose plans appeared in the May number of MoToR BoatinG, and also of Benbow the 28 foot cutter over which I have been laboring these many, many months. I have not forgotten these and I feel sure our editor Mr. Chapman will find room for these in the December number. Speculation is tucked away for the winter and Benbow has reached the stage where the cabin interior grows; today partitions alone stand up; tomorrow as though by magic, but actually through the efforts of a very excellent workman, a bunk appears, some panels grow, the light peeks in new portlights, and how cheerful that cabin is going to be! See, how much fun it is to build a boat?

Now to get back to Midge and her specifications.

The keel will be made from a piece of white oak or yellow pine—the latter would be my choice of the two woods—sided 5 inches and moulded 6 inches. For the uninitiated, sided means the thickness through the keel in an athwartship direction, and moulded in a vertical direction. The stick from which to get this out will have to be 24 feet long; however in case it is difficult to secure a single length it can be made from two pieces scarphed near station 8.

The deadwood will be made from yellow pine and the same thickness as the keel. This applies also to the shaft log, stern post and horn timber. Fastenings for the deadwood and keel will be ⅜-inch galvanized drift bolts driven rather closely together and well splayed. The shaft log is only 3 feet-9 inches long and the shaft alley can therefore be readily bored

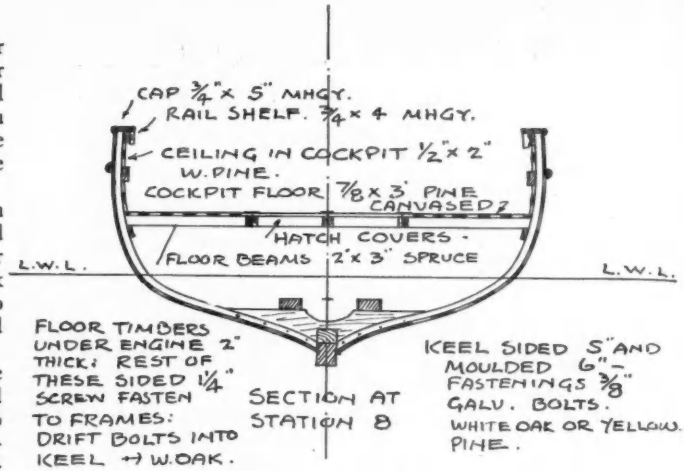


Inboard construction profile and framing plan for bottom and deck

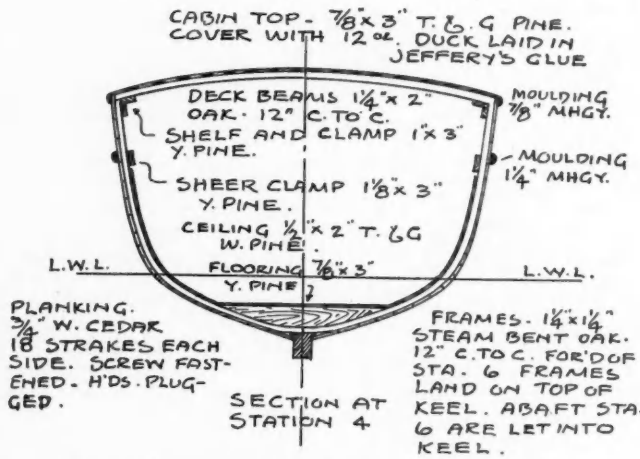
with a ship auger. A 1¼ inch diameter propeller shaft will be amply heavy for the motor installed and so the alley will need to be 1½ inches in diameter. You must of course be careful in driving the drift bolts that they do not cross the shaft alley or cut into it.

The propeller post will be made from 5 inch yellow pine moulded 8 inches and should run up to the height of the sheer to be anchored later to a pair of deck beams. This is the only way in which to build the propeller post. The deadwood then cannot weave or bend.

The stem will be made from white oak or yellow pine sided 4 inches and moulded as shown in the plans, namely 6 inches at the deck, 8 inches midway between the L. W. L. and the deck, 14


CAP ¾" x 5" MHGY.
RAIL SHELF. ¾ x 4 MHGY.
CEILING IN COCKPIT ½" x 2" W. PINE.
COCKPIT FLOOR ⅞ x 3" PINE CANVASED
HATCH COVERS -
FLOOR BEAMS 2" x 3" SPRUCE
L.W.L.
L.W.L.
FLOOR TIMBERS UNDER ENGINE 2" THICK: REST OF THESE SIDED 1¼" SCREW FASTEN TO FRAMES: DRIFT BOLTS INTO KEEL → W. OAK.
SECTION AT STATION 8
KEEL SIDED 5" AND MOULDED 6" - FASTENINGS ⅜" GALV. BOLTS. WHITE OAK OR YELLOW PINE.

A construction section at station 8 in the cockpit


CABIN TOP - ⅞" x 3" T. & G. PINE. COVER WITH 12 oz. DUCK LAID IN JEFFERY'S GLUE
DECK BEAMS 1¼" x 2" OAK - 12" C. TO C.
SHELF AND CLAMP 1" x 3" Y. PINE.
SHEER CLAMP 1⅛" x 3" Y. PINE.
CEILING ½" x 2" T. & G. W. PINE.
MOULDING ⅞" MHGY.
MOULDING 1¼" MHGY.
L.W.L.
FLOORING ⅞" x 3" Y. PINE
L.W.L.
PLANKING. ⅝" W. CEDAR. 18 STRAKES EACH SIDE. SCREW FASTENED - H'DS. PLUGGED.
SECTION AT STATION 4
FRAMES. 1¼" x 1¼" STEAM BENT OAK. 12" C. TO C. FOR'D OF STA. 6 FRAMES LAND ON TOP OF KEEL. ABAFT STA. 6 ARE LET INTO KEEL.

A construction section at station 4 which is forward

inches at the L. W. L., and 10 inches at station 1. A knee will be needed for joining the two members of the stem. Use ⅜ inch galvanized iron bolts for fastening the parts of the stem together and for joining the stem to the keel.

In cutting the rabbet be sure to place the rabbet line well abaft the forward side of the stem; it is much better to cut the rabbet too far aft than too far forward because, in the latter case, the stem will be bullheaded, and look like thunderation.

The frames will be made from white oak and steam bent, 1¼ by 1¼ inches set 12 inches center to center. Forward of station 6 the frames lap over the top of the keel; the heels butting on the center line. From station 6 aft the heels of the frames are let into the sides of the keel and deadwood. Use galvanized iron boat nails for fastening the heels of the frames, boring for these before driving home.

The floor timbers will be made from 1¼ inch white oak and will be bolted to the forward side of the frames where shown. Floor timbers in the way of the engine beds will be made from 2 inch oak well bolted to the sides of the frames and arranged as shown in detail in the sketch Figure 3. Whenever drift bolts are used the holes into which they are to be driven should be bored slightly smaller in diameter than the bolts. Then they will hold 'til doomsday.

The bed logs will be made from white oak and spaced at a suitable distance to accommodate the particular engine installed. The logs should be at least 3 by 5 inches and should be through bolted to the floor timbers and frames, using ⅜ inch galvanized bolts made up from rod and nuts.

The sheer clamp will be made from yellow pine 1⅛ by 3 inches. It is not necessary to have these in single lengths; but the scarph must be long and well made. It should be fastened to the frames with galvanized screws, No. 10 size, 2½ inches long. Galvanized or brass screws make excellent fastenings for all parts of a boat.

The shelf and clamp under the raised deck will be made from yellow pine 1 by 3 inches and will be fastened with screws. Note that the clamp sweeps down at station 6 and continues t[illegible] stern;

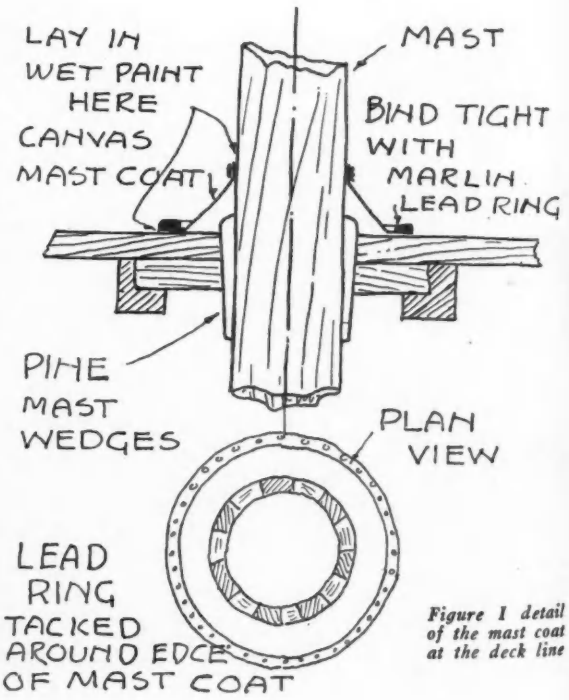


Figure 1 detail of the mast coat at the deck line

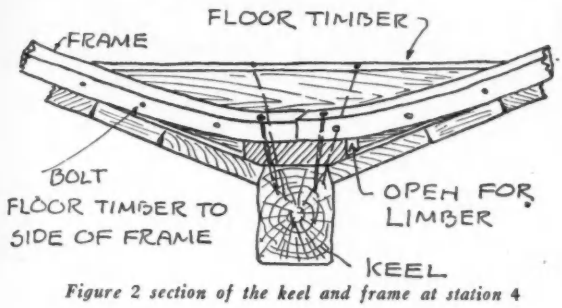


Figure 2 section of the keel and frame at station 4

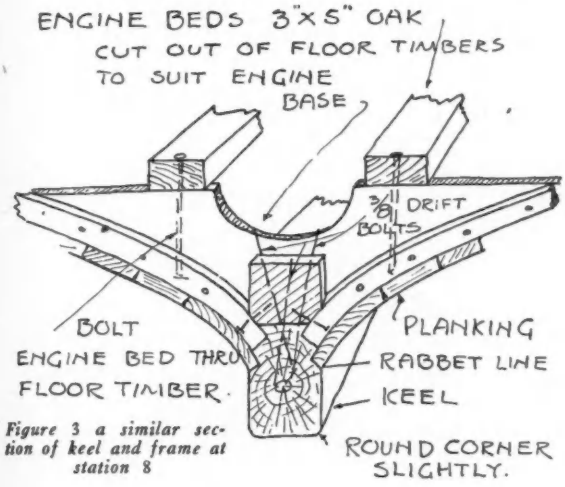


Figure 3 a similar section of keel and frame at station 8

that the shelf terminates at the break in the sheer.

The deck beams will be made from 1¼ by 2 inch white oak and will be set on 12 inch centers; each beam comes alongside a frame head and will be fastened to the shelf with boat nails.

The cockpit floor beams will be made from 2 by 3 inch spruce or fir, the ends landing on a shelf made from 1 by 3 inch oak. Headers around the hatchway over the engine will be made of the same materials as the beams, and of equal sizes. The hatch covers may be slightly lighter, however. The cockpit floor will be laid with ⅞ by 3 inch tongue and grove white pine or fir. Fastenings boat nails. The entire cockpit floor including hatches will be covered with 10 oz. canvas laid in Ferdico water proof marine glue.

The raised deck will be laid and finished in the same manner as the cockpit.

Cabin flooring will be ⅞ by 3 inch pine or fir and must be carefully matched and finished. Hatches must be arranged so as to lift off to give access to the bilge. Note the cabin floor is raised in the toilet room. The flooring lays directly on the tops of the floor timbers.

Bulkheads will be made from V edge fir staving nicely finished. The cockpit bulkhead should be made from hard wood, either mahogany or oak. Oak has many advantages as an outside finish being hard, and difficult to marr or scratch, and providing it is given generous coats of varnish keeps well.

The rudder will be made from 1½ inch white oak as shown in the general construction plan, and in Figure 6. Here is shown the simplest kind of arrangement for the tiller. The slider automatically takes up the slack when the wheel is hard over. The cheek pieces each side the head of the rudder will be made from ⅞ inch oak, and must be carefully and securely fastened. The rudder will be hung on straps and eyes, having a rod dropped through for a pin.

Figure 4 shows the details of a sliding hatch that will not leak. Mahogany or oak should be used in the making of this. A detail which must not be forgotten is the mast coat. The purpose of this arrangement is to prevent water from working in where the mast pierces the deck. Without it, unless the mast wedges are very carefully made and fitted there will be another leaky place to bother about.

The best place for water tanks is under the cockpit floor; one being on either side of the engine. I think that galvanized water tanks are best unless one wishes to go to the expense of having tinned copper tanks made. Good galvanized iron will last a long, long time.

The planking will be made from ¾ inch white cedar, at least 18 strakes to each side. Use either brass or galvanized screws for fastenings having the heads let in and plugged. Screws should be 1¾ inch number tens. Ceiling will be made from ½ by 2 inch tongue and groove white pine blind fastened with galvanized finishing nails. The ceiling will be fitted only in the cabin and toilet room.

I am going to say again my little piece about not changing various and sundry items in Midge. Changes of any kind are fraught with danger. Only a few days ago a builder of one of my boats told me that he had difficulty in steering when running off a sea. His *(Continued on page 64)*

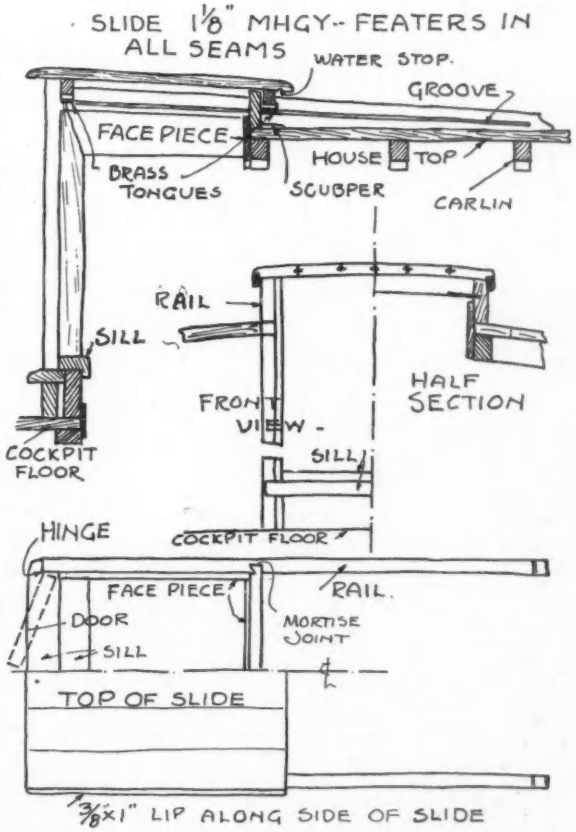
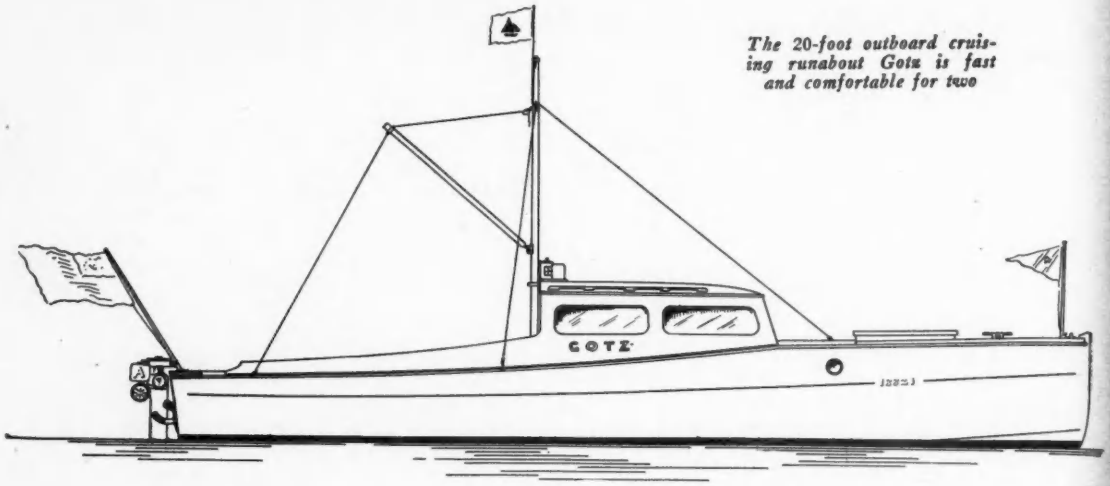


Figure 4 detail of the companion way slide and doorway



The 20-foot outboard cruising runabout Gotz is fast and comfortable for two

GOTZ, A NOVEL OUTBOARD

Something New and Original in Small Cruising Craft for Use with Outboard Engines

Designed Especially for MoToR BoatinG

By WILLIAM ATKIN

GOTZ! Now that, shipmates, is a name worth while. And I'll tell you how it came about. You'll agree with me that in Gotz there is something more than poetry, and only of the inspired can such melody well.

You see, my friend Dick Birnn, who is somewhat of a writer and rather more blessed with original thought than most of us, and, incidentally, lieutenant in the Air Force of the U.S.A., bought a rather able Seabright skiff in which he and his son are wont to put-put about the waters hereabout. A nice little boat she is, with a cabin under her raised foredeck and a husky two-cycle engine which urges the skiff along at a speed of six miles an hour.

And after buying this craft Dick worried around for a month or so over a suitable name; actually grew thin and was about to give the thing up and keep the old name, a twangy name—Hank.

His wife went out, and the two kids, for a look at the Post movies. Shipmates, now look in at Dick in his quarters, cat one side, dog the other, and a book for respite from a hard day's flying. Our hero is not reading, rather contemplating again the good little skiff lying at her moorings off the Huntington Yacht Club. And just nameless as nameless can be. "Katherine, Richie, Ruth; Swallow, Hank, Hustle; Peggy, Sloppy, Snoothy; Pike, Crab, Golliwog; *Gotz!*" Dreaming for a name, Dick was. "That little packet," as the man who sold her said, "Got's speed, got's a motor, got's a stove, got's a lot of equipment, got's a dinky, got's style, in fact, got's everything." Why not name her Gotz? Euphomious and appropriate, and furthermore, has only four letters, thus being an excellent name from an economical standpoint as well.

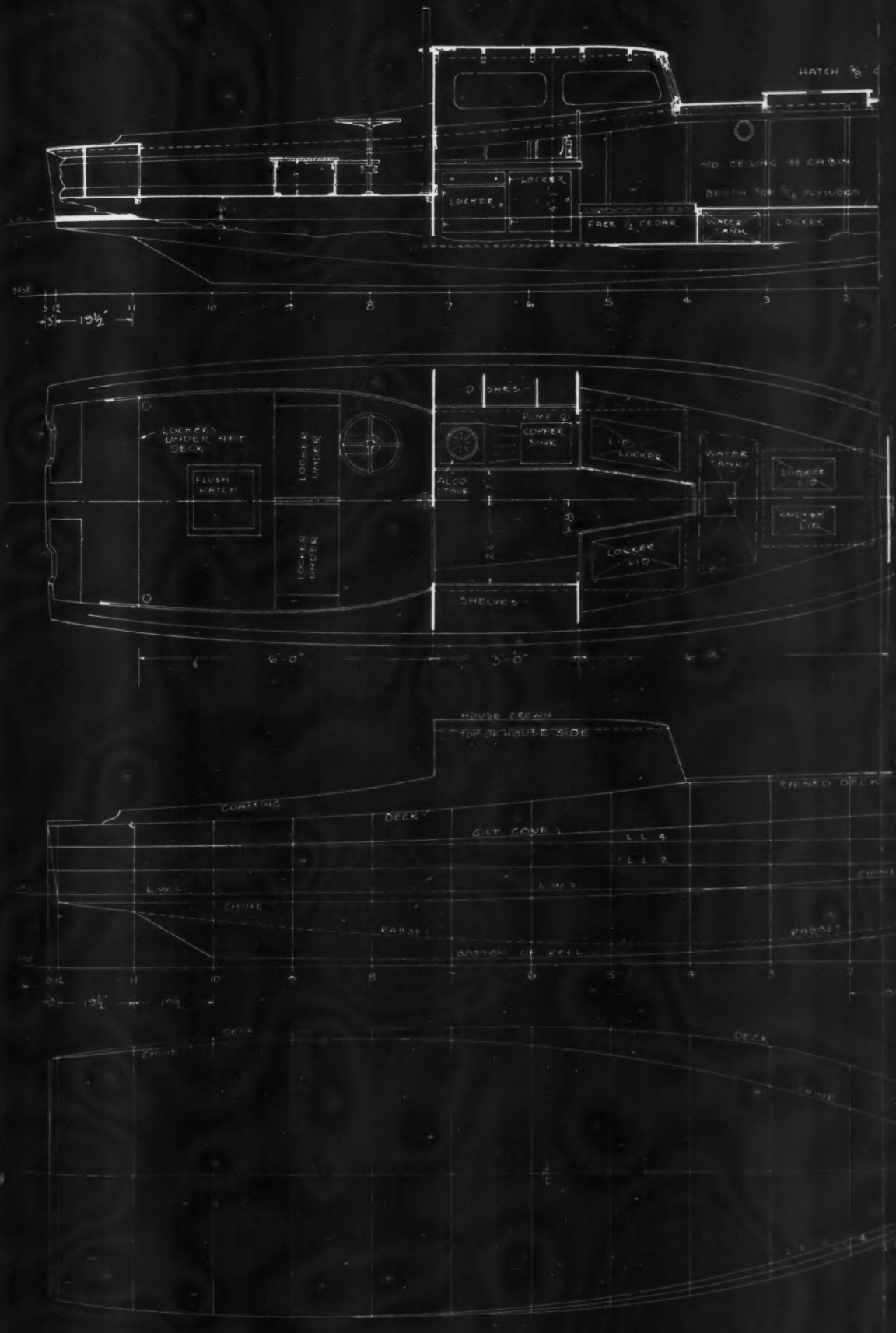
I am sure Dick Birnn will forgive my swiping his hard-thought-out name; but somehow it seems to fit so well the little craft I've designed this month that I could not resist the temptation.

Gotz, it *is* a swell name, isn't it? is a twenty-footer and was designed in response to I do not know how many requests from our readers for a small, easily built and useful outboard motored cruiser. Her beam is 6 feet and her draft 1 foot 4½ inches. The freeboard forward is 2 feet 4 inches and aft 1 foot 5 inches. So you see she is a rather nicely proportioned little vessel and one in which one or two people can cruise in comfort. Of course Gotz is not a forty-footer, and you cannot expect full headroom, tiled baths and kindred luxuries.

However, this is what Gotz has in the way of accommodations and really it's not so bad. A nice big cockpit, 6 feet long and of the self-bailing type, really a necessity on every small motor boat. A comfortable seat in the cockpit for the accommodation of two, and at a pinch three persons. Now this seat might be built with a lazy back, but if this runs the full length of the seat it will be much in the way, and so I have not shown it in the drawings. The cockpit seat is placed at a height that permits the average person to see clear of the house top. However, by crouching one can readily get an excellent view ahead through the windows in the ends of the house. The top of the seat should be fitted with two lids, for there is fine room below for stowage of fenders and spare gear.

The cockpit floor is six inches above the water line and extends from the aft end of the house to the stern board and must be made watertight all around. Now this arrangement makes it impossible for water to get into the boat through the cut down places in the stern transom where the outboards are attached. About the only fault I can see in the present outboard motors is the arrangement of the clamps, which makes it necessary to cut so much out of the stern board in order to properly submerge the propeller. There really is a woeful lack of freeboard under the motors of most of the outboard motor boats that I have seen. By some such arrangement as I have shown in Gotz it matters little if water does come through the cut in the stern. In this case it will simply flow overboard again through the scupper pipes. *(Continued on page 132)*

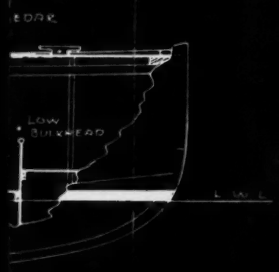
MoToR Bo

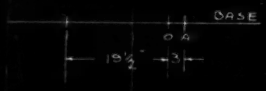

HATCH
LOCKER
LOCKER
FACE ½ CEDAR
WATER TANK
LOCKER
LOCKERS UNDER AFT DECK
FLUSH HATCH
LOCKER UNDER
LOCKER UNDER
DOMES
PUMP
COPPER SINK
LID LOCKER
ALCO STOVE
WATER TANK
LOCKER LID
LOCKER LID
LOCKER LID
SHELVES
6'-0"
3'-0"
HOUSE CROWN
TOP OF HOUSE SIDE
RAISED DECK
COAMING
DECK
GILT COVE
L L 4
L L 2
L W L
CHINE
RABBET
BOTTOM OF KEEL

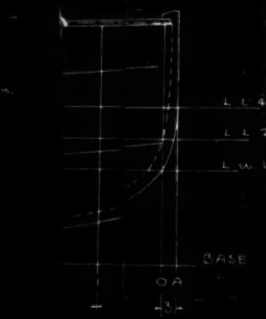
ATING'S Build A Boat Seri

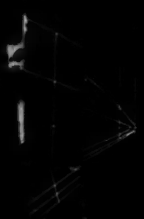
"GOTZ" A

OUTBOARD

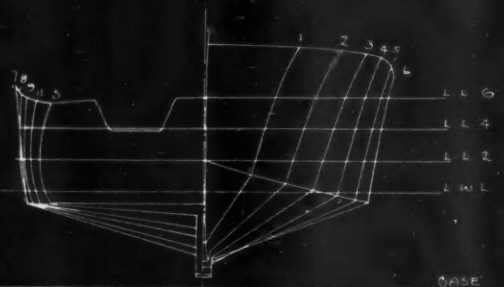


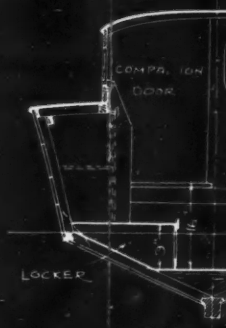






CONNECT TILLERS ON MOTORS AND LEAD TILLER LINES TO WHEEL
COCK PIT FLOOR
SELF BAILING
6" ABOVE L W L
16" D VERTICAL WHEEL
FINE WINDOWS IN
HAND RAIL ⅝" x
OAK
1" D FLAG STAFF SOCKET
SEAT
⅝" x 16" SPRUCE
DOORWAY THIS SIDE
COMBINATION LIGHT
CABIN TOP CO
8 OZ D
STERN TRANSOM CUT DOWN IN WAY OF MOTOR - SUFFICIENT TO SUBMERGE PROPELLER WELL
COCK PIT FLOOR
DECK
LOCKER UNDER AFT DECK
1" DIA SCUPPER PIPE





SECTION LOOKING

DIMENSIONS -

L O A	20-0
L W L	19'-6
BREADTH	6'-0"
DRAFT	1'-4½"
FREEBOARD	
BOW	2'-4
STERN	1'-8"

DESIGNED ESPECIALLY FOR

MOTOR BOATING

BY

WILLIAM ATKIN

SCALE:

⅜ Inch = 1 Foot

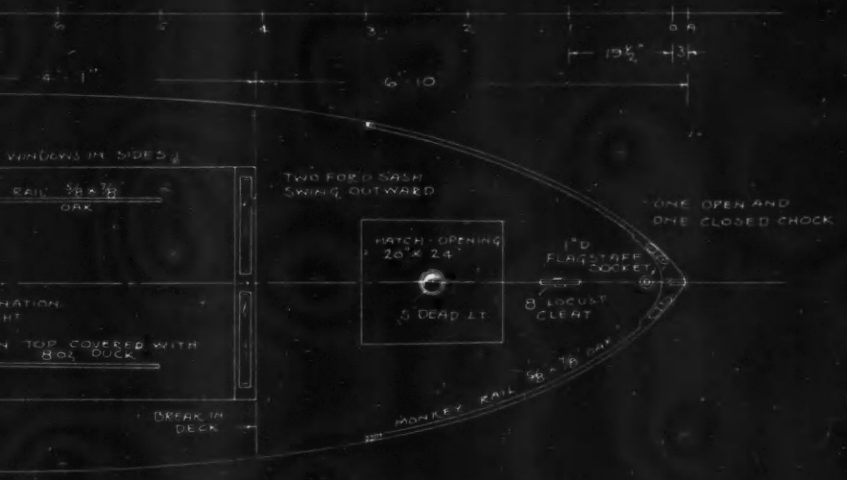
TABLE OF OFFSETS NO 2

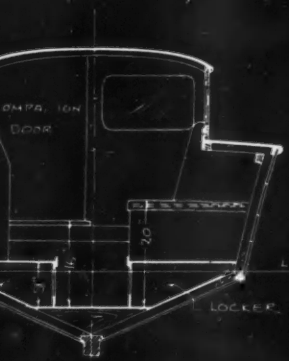
STATION	A	O	1	2	3
				½ HEIGHT	
L W L to DECK	2-4	STRAIGHT			
L W L to GILTCOVE		1-8	1-6⅝	1-5½	1-4
DECK TO TOP HOUSE					1-3
TO CROWN			0-0⅝	@ 0-0⅞	0-1
HOUSE TOP CROWN					
BASE TO CHINE		1-11	1-8	1-7½	1-6
" " CABRET			0-9⅝	0-6¾	0-6
" " KEEL		1-6	0-11⅝	0-4⅜	0-2
				½ HALF BR	
DECK	0-0⅛	0-4	1-5½	2-1¾	2-6
L L 6'		0-2⅛	1-1	1-8⅞	2-2
L L 4'		1-1⅛	0-11½	1-6⅞	2-0
L L 2'		0-1⅛	0-0¾	0-4⅜	1-1
CHINE		0-1	0-0⅞	0-3½	1-0

LINES TO OUTSIDE OF PLANK

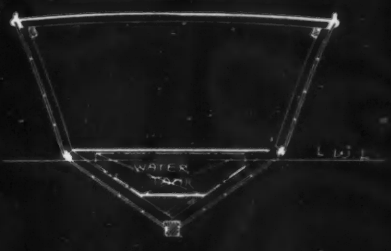
eries

A 20 FOOT
ARD MOTOR CRUISER


6" 10
TWO FORD SASH SWING OUTWARD
ONE OPEN AND ONE CLOSED CHOCK
HATCH - OPENING 26" X 24"
1" D FLAGSTAFF SOCKET
8" LOCUST CLEAT
5 DEAD LT
BREAK IN DECK



SECTION 5
LOOKING AFT



SECTION 3.

NO 228 GOTZ 20 FT OUTBOARD CRUISER

2	3	4	5	6	7	8	9	10	11	12	13
HEIGHTS											
		2-2	2-0	1-10½	1-8⅝	1-7½	1-6¾	1-6¼	1-5½	1-5⅛	1-5
1-5½	1-4½	1-3	1-2⅛	1-1⅝	1-1	1-0½	1-0	1-0	1-0	1-0⅛	
	1-3½	STRAIGHT			1-7						
@ 0-0⅜	0-1¼	0-1⅜									
			0-2⅝	0-3	0-3						
1-7½	1-6⅝	1-5½	1-4⅝	1-4⅛	1-3⅝	STRAIGHT				1-3¾	
0-6¾	0-5	0-4⅜	0-4⅛	0-5⅛	0-6⅛	0-7⅛	0-9¼	0-11⅝	1-1⅜	1-3⅜	
0-4⅜	0-3¼	0-2¼	0-1⅜	0-1⅛	0-1½	0-1⅜	0-2	0-2¼	1-2⅝	1-3⅜	
HALF BREADTHS											
2-7½	2-6½	2-3⅝	2-1⅛	2-0	2-0	2-1⅛	2-1	2-0¾	2-7⅛	2-5	2-4⅜
1-8⅞	2-2⅜	2-6⅝	2-9	2-10¼							
1-6⅞	2-0⅝	2-5	2-8	2-9½	2-11	2-11¼	2-10⅜	2-9½	2-7⅞	2-8⅜	
1-4¾	1-10⅝	2-3⅛	2-6¼	2-8½	2-10	2-10⅜	2-9⅜	2-10¼	2-9	2-7	
1-3½	1-9	2-1½	2-4⅜	2-7¼	2-9¼	2-9¼	2-9½	2-8½	2-6⅛		2-4½

ALL SWING IN FEET AND INCHES - PLANKING ⅞ THICK

SMALL MOTOR BOATS

Thear Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions Submitted for the January Contest

1. Describe and illustrate what repairs, renewals or changes should be made to your power plant during the winter months.
(*Submitted by V.L.S., Wilmington, Del.*)

2. Explain how to free a jammed electric starter and give precautions to guard against jamming of the starter.
(*Submitted by W.B.M., Newburgh, N. Y.*)

Questions for the February Contest. Answers must be in by December 10

1. What are the important factors to consider in painting a boat satisfactorily and economically. Discuss briefly the various kinds of paints and varnishes to be used for hull, deck, cabin and inside finish, describing the nature and special qualities of each.
(*Submitted by E.F.C., Cambridge, Mass.*)

2. Explain and illustrate a practical fuel tank installation that will prevent gasoline from getting into the bilge.
(*Submitted by W.B.M., Newburgh, N. Y.*)

MARKINGS FOR LOCAL CHANNELS

How Clubs Can Indicate a Safe Path for Boats to Follow in Reaching Harbors Off the Main Routes

Answers to the Following Question, Published in September MoToR BOATING

Describe a system and the necessary markers that can be used by a Club to designate the channels, etc. in the uncharted waters in their vicinity

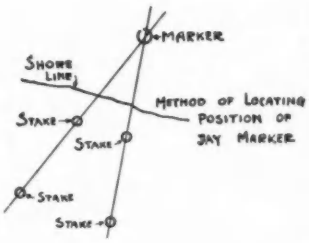
A SIMPLE CHANNEL MARKING

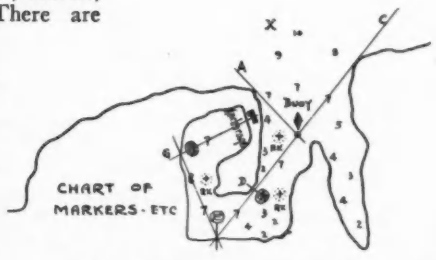
(The Prize-Winning Answer)

PILOTING in uncharted waters is a very fascinating and oftentimes a hair-raising pastime, and in order to get satisfactory results it is, of course, necessary for the pilot to be familiar with the existing conditions. However, this sort of haphazard navigating may be made safe to such a degree that it will no longer be necessary to be dependent on the good judgment and past experience of the pilot.

Let us assume we have found, after a most careful survey, conditions which appear on the chart shown herewith. The various depths and the channels having plotted or determined either from actual survey or by the actual sailing over the course and taking soundings as the boat progresses in order that there may be absolutely no doubt as to the depth of the water at low tide.

After the course has been surveyed or actually sailed over and sounded with lead and lead line for depth and there is no further doubt or uncertainty, the course is ready for markers or buoys, which are to be used for marking any obstructions, entrances, courses, turning points, etc. There are many and various shapes which may be used. The most suitable and inexpensive day marker will probably be found to be an iron pipe or spindle with a wooden barrel fixed at the top. See illustration. The iron pipe or spindle being firmly pushed into the bottom to hold same in place. The barrels should be painted either red, black, or black and red to agree with the system of government buoy marking, and which tend to make for good visibility. In addition to the painting of the barrels they can be numbered for their proper identification.





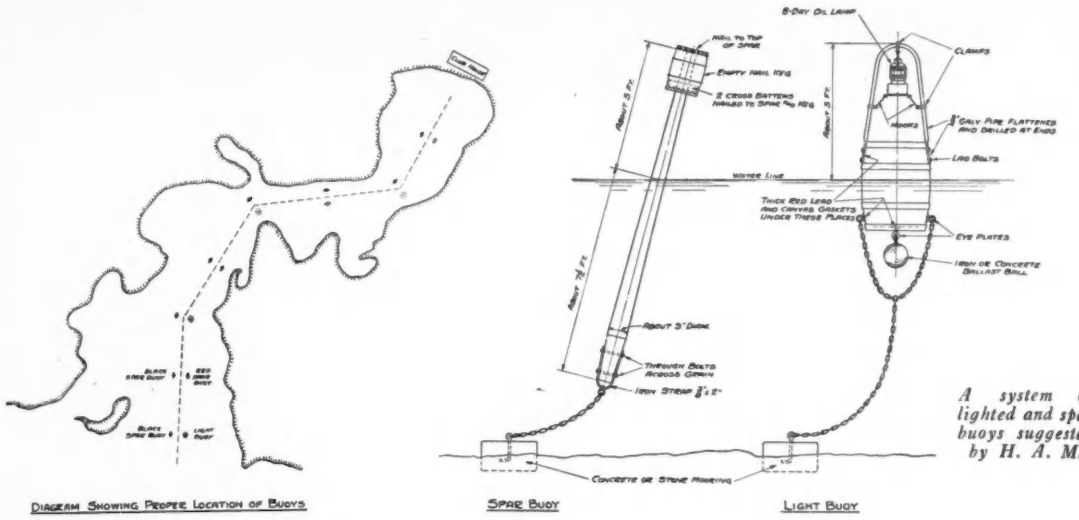
The system of ranges and markers suggested by F. W. L., to reach an out-of-the-way anchorage

It will be noted that the buoy is placed so that it serves as a range mark and turning point, also that the barrels have been so placed that the courses between any two are in a straight line and in safe water, clearing rocks or other obstructions by a good safe margin. The number of markers or buoys required will depend entirely on the particularly course and the existing local conditions. But it should be remembered that a straight line between any two of the markers will be through safe water having a depth such as may be predetermined.

For example, let us assume we are desirous of entering from a point around *X* on the chart. We know that all of the water within the angle formed by *A*-Buoy-*C* is safe, we therefore may approach the buoy with utmost confidence, being careful to stay within the angle mentioned, so as to avoid the rock to the west of the buoy. The buoy being the turning point we now bear directly on the marker *D*, this leg of the course being so laid as to avoid the rock on the westerly side of the buoy also the rock to the east of the marker *D*. From the marker *D* we bear on marker *F* as this course has been laid out so as to keep the boat in a channel thus avoiding the shallow water, and from marker *F* we bear on marker *G* altering our course only after we are well up on marker *G* to bear on the marker *H*. Thus we have avoided rocks, shallow water, projecting points of land, found our turning points, etc.

The markers may be lighted after dark in some lighting scheme which will make it possible to pick them up and to readily distinguish them.

If a leg of the course between two of the markers

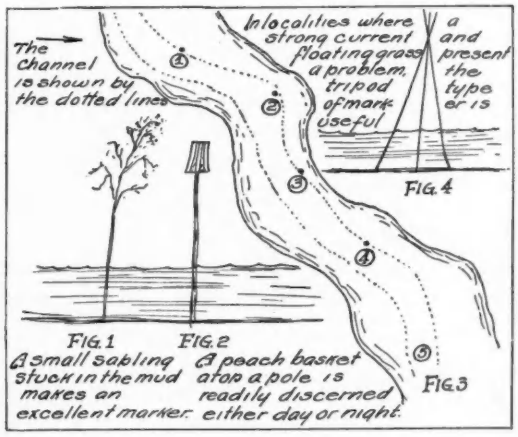


A system of lighted and spar buoys suggested by H. A. M.

is too far apart so as to make it impossible to see from one end of the course to the other a buoy or marker may be placed midway between the two.

It is also sometimes possible to use some fixed and permanent object on the shore in place of a marker, such as a high building, steeple, tree, etc., for a range mark, this, of course, should be used in preference to a marker, as the danger of the marker being moved, broken, knocked over or otherwise being damaged is eliminated.

In conclusion, should it be necessary to remove the markers during the winter months, the location of the marker should be fixed by driving stakes on shore, these stakes to be arranged as shown in illustration, so that a line drawn through each pair of stakes will intersect at the point where the marker is to be located.


The channel is shown by the dotted lines
In localities where strong current floating grass a problem. a tripod of mark useful
and present the type of is
FIG. 4
FIG. 1
A small sapling stuck in the mud makes an excellent marker.
FIG. 2
A peach basket atop a pole is readily discerned either day or night.
FIG. 3

J. E. M. prefers an easily placed sapling or joist as a channel marker

F. W. L., West New Brighton, N. Y.

SPARS AND LIGHTED MARKS

Note: Permission must be obtained from the U. S. Lighthouse Department before buoys resembling Government aids may be placed in use for private channels.—Editor.

INASMUCH as many yacht clubs are located on small tributaries of large bodies of water, where Government aids to navigation are not provided, a system of buoys and lights, maintained by the local club, will be found very useful where channels are narrow and winding, especially to the yachtsman who is a stranger to the waters. Where ice is encountered in winter, these aids are usually removed about November 30 and again set out about April 1, during which period, overhauling and painting may be carried on at leisure. Where markings are maintained regularly and in an efficient manner, the Government will very frequently make note of their existence upon the navigational charts, giving the period during which the aids are maintained and by whom, although no attempt is made to locate the buoys or lights upon the charts. An example of this kind will be found in Sillery Bay, a tributary of the Magothy River, which empties into Chesa- (*Continued on page* —)

RULES FOR THE PRIZE CONTEST

READERS are urged to consider the above questions for the January, 1930 issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before November 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

Answers to the questions published for the February 1930 issue should reach us by December 10, 1929.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before November 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25 or a credit of $25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised prices does not exceed $5, or a credit of $5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

WINTER CARE FOR MOORINGS

A Choice of Hauling Them Out or Marking Them Down Is Offered With Advantages of Both Methods

Answers to the Following Question, Published in September MoToR BoatinG

Do you haul the mooring anchor ashore after the boat is laid up or mark it down for the winter? Explain methods

CARE OF THE MOORING ANCHOR

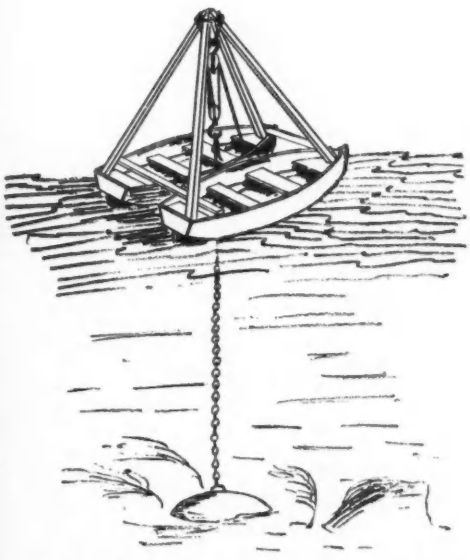
(The Prize Winning Answer)

IF a boat is moored adjacent to a main channel the mooring buoy, unused for five or six months, might constitute a menace to navigation, in which event it would be desirable to remove it for the period of unuse. Likewise, if the body of water in which the mooring is maintained freezes over in the winter, the mooring float should be removed to prevent its being carried away by ice floes. In warmer climates where the boat rides at moorings all the year and particularly in salt water, it will pay the boat owner to inspect the mooring chains and float at least every two years. The writer has seen cases where a boat riding out a storm at mooring, has ridden up on the beach because of chain links weakened by corrosion. Although considerable work is usually involved it is better to repair or replace mooring equipment than to do the same to the boat.

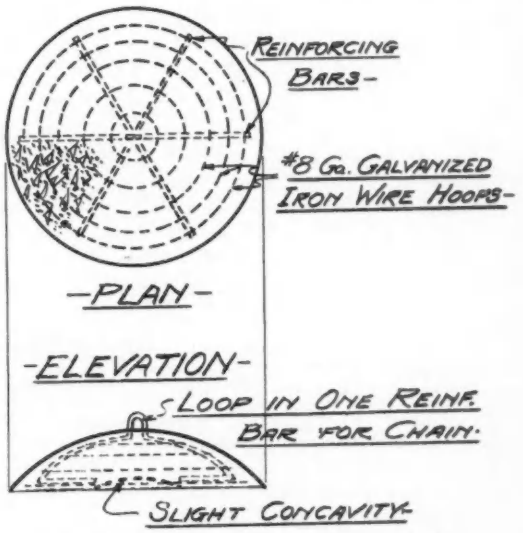
As to whether the anchor should be hauled out or marked down for the winter really depends upon local conditions, equipment at hand, and personal opinion. Should the boatman choose to mark the anchor down, the float should be disconnected and two or three fathoms of light galvanized chain spliced on. A medium sized grapnel iron should be fastened to the free end of the chain and the chain pulled as far as possible in the direction of the main current flow or parallel to the shore line and let go. It is assumed that, previously, bearings have been taken on two or more familiar landmarks. It is most important for ease of salvage that the chain be laid out parallel to the shore. To recover the mooring chain is an easy matter. Drag a grapnel from a skiff, keeping a bearing on the landmarks. With a good bottom the chain should be picked up at the first attempt. Marking down should not be attempted where the bottom is made up of large rocks, as the chain or grapnel might become fouled, resulting in a loss of the anchor. Where a soft mud or shifting sand bottom is encountered it is necessary to wire pieces of 1 by 3 pine, about 15 inches long about every four feet along the chain to prevent its sinking below the bottom surface.

If the mooring anchor is to be removed for the winter or for repairs the owner may find it possible to secure the services of a small floating derrick such as is used universally by dredging outfits. Such equipment being unavailable, sheer legs and a small windlass or rope or chain blocks may be easily rigged on a landing float or pontoon. Another means to accomplish the anchor salvage is shown by the sketch. A double A frame is erected on two skiffs. The four legs should be at least 3 by 3 and securely lashed together at top and to the boats. Shear pieces, fore and aft, must be well fastened to the lower end of the legs. These also form a tie from boat to boat. In addition the boats should be lashed together to prevent longitudinal motion. With a rope or chain block fastened to the head of the frame and plenty of heaving on the line, the anchor should come up

E. A. adds a length of old chain and old grapnel to make recovery easier



E. A. indicates how a mooring can be raised with two boats ana suitable tackle



A cooncrete mooring anchor by E. A. will hold well if heavy enough

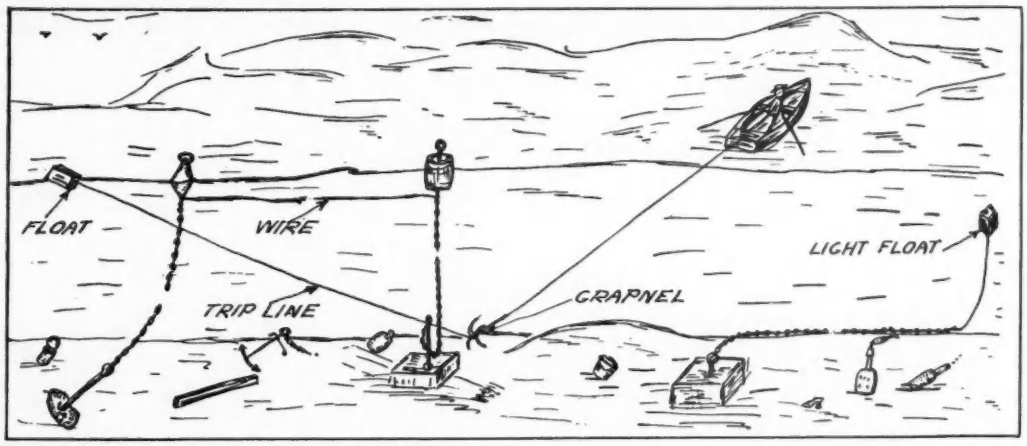


Diagram by W. B. M. showing ways of dropping and relocating the mooring

and blow, unless it is under several tons of ooze. With two fourteen-foot skiffs of normal freeboard, a lift of one ton may be safely exerted—on a calm day.

An anchor could be broken out by attaching a cluster of empty oil drums or barrels to the chain at ebb tide and letting Neptune do the work.

CARE OF THE MOORING ANCHOR

A good anchor may be easily and cheaply made of concrete as shown in the sketch. No form work is necessary, the anchor being cast on the beach or wharf. It is reinforced with three bars, bent as shown. Bars should be ¾ or ⅞-inch square deformed reinforcing bars. Hoops of No. 8 galvanized wire are wired at each intersection to the main bars to form a sort of basket. The concrete is made of one part Portland cement, one part clean sharp sand and two parts of ½-inch crushed rock. This aggregate is thoroughly mixed by shoveling and enough water added to make a fairly stiff mass. A layer of concrete about 2½ inches thick is placed on the sand or boards and the reinforcing set on top of this base. The balance of the concrete is poured over and into the cage. It should be pushed in between the bars with a stick. All iron should be covered with at least 2 inches of concrete to prevent corrosion. The concrete should set for at least two weeks before being moved and should also be sprinkled with water daily to cure it.

This anchor will weigh 140 pounds per cubic foot and the entire mass should be 50 per cent heavier than the iron anchor required to hold the boat. Mooring anchors of this construction have proven to be entirely satisfactory on sand, gravel, and mud bottoms.

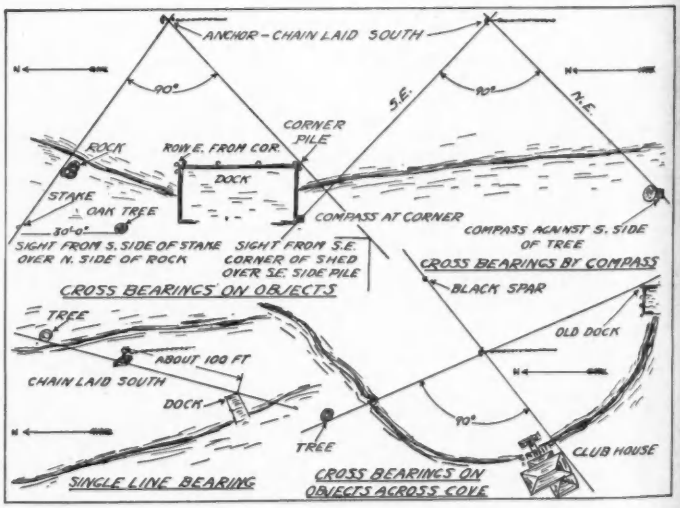
E. A., Oakland, Calif.

LAYING UP THE MOORING

AFTER the boat is hauled out—what of the mooring? Upon the strength and holding power of the mooring depends the safety of the boat. Unless moored in a well protected harbor the most critical time for the boat is while on the mooring in late fall. Then the winds are fresh and often hold over the second day. Recall how a few years ago a couple of the boats parted their cables and went ashore. The captain said that the chain was only a few years old and he couldn't understand how the chain could become corroded and weakened so rapidly. Perhaps, had he said that the mooring was hauled out and stowed under the boat for the winter, someone would have explained why the chain rusted so rapidly.

There seems to be no good reason for raising the mooring anchor at the end of every season and taking it ashore for the winter. Old skippers invariably drop their mooring chain after removing the buoy and grapple for the chain in the spring. One strong argument against raising the mooring and stowing it on shore for the winter is that iron deteriorates much more rapidly when wet and exposed to air than when continually submerged. Another point worthy of consideration in that the mushroom anchor has but little holding power when first put down. Not until it has settled into the mud, will it hold the boat in any but calm weather. The same applies to a stone or concrete mooring but not quite so strongly.

Preparation for laying up the mooring really begins with its construction. It is essential that the mushroom or weight be amply heavy and the connections strongly made. The (*Continued on page* 136)



Sketches of ranges should be made and preserved to help in picking up the mooring again

Silver Ghost

THE Silver Ghost is not a mass production set of mediocre quality. It is a masterpiece in radio engineering. Powerful enough to reach out from any point at sea or from anywhere on land and bring to you instantly, with mellow clearness, the programs of your favorite station. Its range is only limited by the static level.

The Silver Ghost is strictly custom-built. It embodies the most advanced and proven radio principles, including 100% double shielding of each unit; four stages of tuned screen grid push-pull radio-frequency amplification, with a power detector; double audio amplification. Independent controls for hair-line tuning are provided for each frequency stage and the detector unit. These controls are coupled together by universal joints, which when tightened in resonance for any given wave length, the set becomes a single control unit. The Silver Ghost is made for both battery operation and A. C. current.

We will be glad to send you on request detailed description of the Silver Ghost, or on our smaller models.

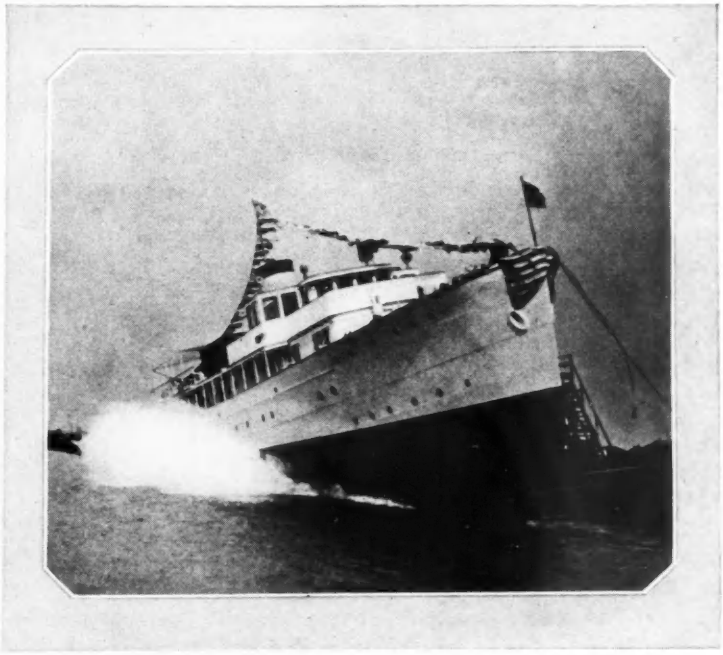
Another feature of the Silver Ghost is the complete electric phonograph on a sliding extension board.

C. R. LEUTZ, Inc.

Altoona, Pa., U. S. A.

Cables: "Experinfo" New York

Sales Offices in New York, Los Angeles and Paris



Another queen of the seas ready for her maiden trip. The launching of C. F. Kettering's Olive K at the Defoe Boat Works

YARD AND SHOP

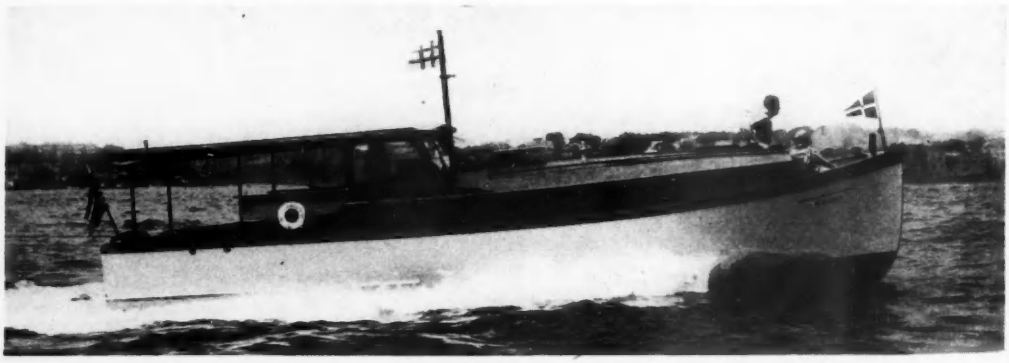
Notes of Interest to Both Owner and Manufacturer

KETTERING YACHT LAUNCHED

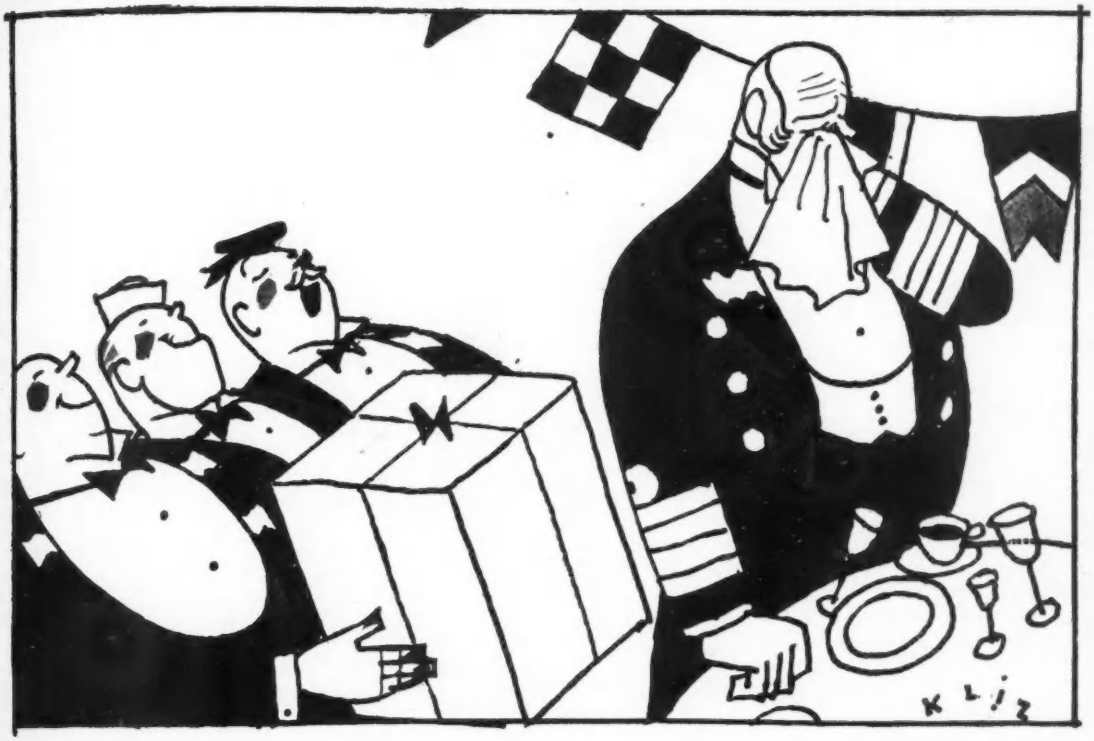
ONE of the most notable yacht launchings of the season took place on Thursday, September 5, when Olive K, an exceptionally beautiful ocean cruising yacht, designed by John H. Wells, Inc., and Cox & Stevens, Inc., of New York, for Charles F. Kettering, Chief Engineer of the General Motors Corporation, was launched at the Defoe Boat & Motor Works at Bay City, Mich. Mr. and Mrs. Kettering and a group of their friends, including many prominent officials of the automobile industry, were present at the ceremony. Mrs. Kettering officiated. Olive K contains many unique mechanical devices which Mr. Kettering, as one of the country's foremost engineers, has developed. She is 170 feet o. a. x. 160 feet w. l. x. 26 feet beam x 9 feet 6 inches draft, and is powered with two 500 h.p. Winton Diesels. A special deckhouse for the owner's use in designing and investigation work has been constructed, and the living and sleeping quarters are especially commodious.

DETROIT ORGANIZES MARINE ASSOCIATION

The trade in Detroit is now represented by a new organization known as the Marine Industries Association, of which Leonard H. Thomson, A.C.F. branch manager, is president with John B. Farr, of the Kermath Manufacturing Company, treasurer and D. Fiske Reasoner, executive secretary. The association will not limit its activities to Detroit but will take in members in other Michigan (*Continued on page 60*)



C. A. Long's Cantiquel, winner of the Ocean City, N. J., express cruiser race, is a Wheeler standard 36-foot Playmate



A Gift *to the* Outgoing Commodore

THE Old Skipper is retiring. He has spent some time (and some coin of the realm) piloting the Club fleet through regattas and cruises, dinners and vaudevilles. But the last duty of making a farewell speech looks like the thickest weather he has ever met. He plots his course through a fog of words, jury-rigs a few metaphors, and finally limps into a verbal port, flying a flag of distress and leaking a bit about the eyes.

Then is the precise moment for the Steward to lay before him the best gift of grateful clubmates—a service of Ovington Yacht China, each piece emblazoned with the Commodore's own flag and the flag of the Club he served so well. Affection and a full appreciation of his services are lashed together in this sea-going gift.

Nor need the other members envy it unduly. Should you, too, wish to cheer coming cruises, a right little, tight little service for six costs but $63, crystal to match for as little as $37. Every piece will be marked with the flags of your yacht and club, and only three weeks required before you can ship and sail with it.

"Gifts from all over the World"

OVINGTON'S

437 Fifth Avenue
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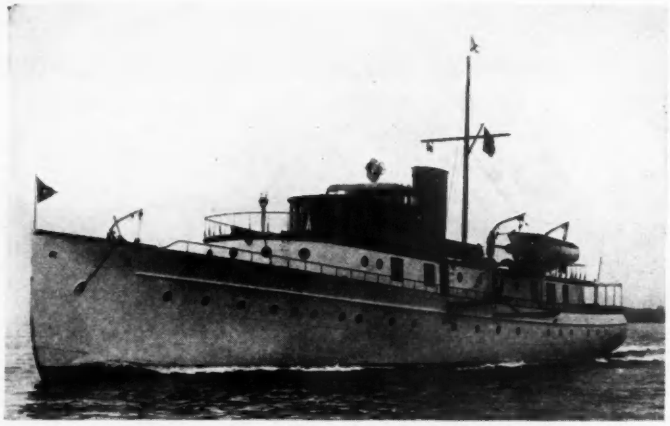


Vara, the handsome new 150-foot yacht built by Herreshoff for H. S. Vanderbilt. Vara is Purdy designed and powered with Treiber diesel engines

centers of the marine trade in the course of time.

Its executive committee consists of the president and treasurer with Jay Smith, president Chris Smith and Sons Boat Co., Algonac; David Myland, Evinrude-Detroit Motor Co.; C. T. Chenevert, president Corsair Boat Co.; Henry Fink, of Fink & Eddy; H. E. Fromm, Chrysler Sales Corp.; and W. D. Edenburn, publisher of The Main Sheet.

President Thomson has appointed John B. Farr, chairman of the membership committee and C. T. Chenevert and Secretary Reasoner as a committee to prepare for the incorporation of the organization.

The objects of the association will be to conserve the interest of the marine trade in Detroit and Michigan, to watch legislation, both municipal and state, and to work for increased facilities for the use and housing of craft of all kinds.

The association's executive committee has endorsed the second annual Detroit Motor Boat and Sportsmen's Show, which will be held in Convention Hall, in Detroit, March 29 to April 5.

NEW BOATS ON DISPLAY AT BRUNS-KIMBALL'S

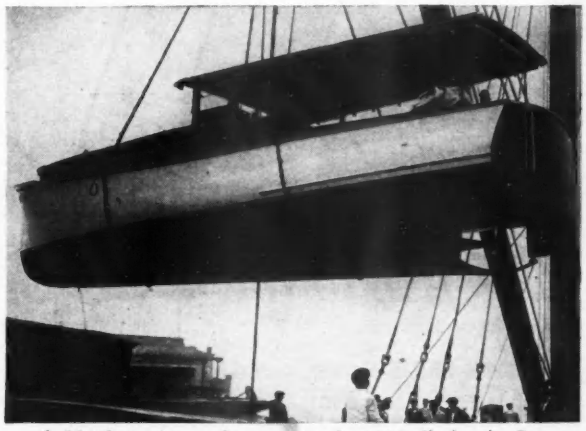
Wm. Bruns, president of Bruns-Kimball & Co., New York City, announces the opening of the 1930 line of Matthews Cruisers, Richardson Cruisers, and Hacker Runabouts, on display at their showrooms, Fifth Avenue and Fifteenth Street. Here, in the largest permanent display room in the industry, one may examine at leisure and without the discomforts of crowds or sales pressure, the new models embodying many refinements and improvement in these famous standard lines over those turned out in previous years. There is much of interest to be seen in this stupendous display, both by the novice and the veteran in boating, and probably at no other one spot can one secure as much data and assistance in obtaining a boat best fitted for his particular needs.

The Bruns-Kimball force of sales engineers is experienced in cooperating with owners and future owners to enable them to secure the ideal boat for their purpose. So many orders have already been closed for 1930 delivery that it would seem wise to lose no time in making one's selection. Time payments may be arranged by those who would prefer to make their purchases out of income.

A full line of 1930 Sterling and Kermath engines will also be found on the showroom floor.

TWO MECHANICAL GENII

Jay Smith and Ralph Teetor are president and vice-president of two of America's fastest growing concerns. Jay Smith is the well known active head of Chris Smith & Sons Boat Company at Algonac, manufacturers of fine mahogany watercraft, and is the designer and developer of the dependable Chris-Craft marine engine. His motor cannot be bought in any way except installed in a (*Continued on page* 142)



A Matthews 38 on its way to the 1930 display in Bruns Kimball's New York showroom

Marian Carstairs, Harmsworth Trophy challenger, at the wheel of the Hackercraft used by the race committee at the Detroit International Regatta

this Folding Feature

Antiquates Every Previous Conception of Handiness — Compactness — Portability in a Lightweight Motor

ONCE he lays hands on the Super Elto Lightweight, no sportsman who values convenience and compact portability will be content with any other motor.

Instantly the Lightweight is transformed from a rugged, full-size power plant into a compact bundle that measures less than a foot square—less than 2 feet long! It "snaps closed"—like shutting a jack knife. It swings open—and is ready for service. Easy to carry, easy to handle, easy to stow.

The stout hinging mechanism invented by Ole Evinrude makes possible this new achievement in outboard efficiency. There is nothing complicated — no part to "take down" or reassemble.

The Lightweight weighs only 38 pounds. It is the most powerful motor of its weight. 3 horsepower is its conservative service rating. It starts with surpassing ease — just a short flip of the flywheel!

Its ignition is wave-proof, rain-proof, moisture-proof. Its quiet running is a revelation. It is priced at $150.00. In dollar-for-dollar value it is outstanding in the field.

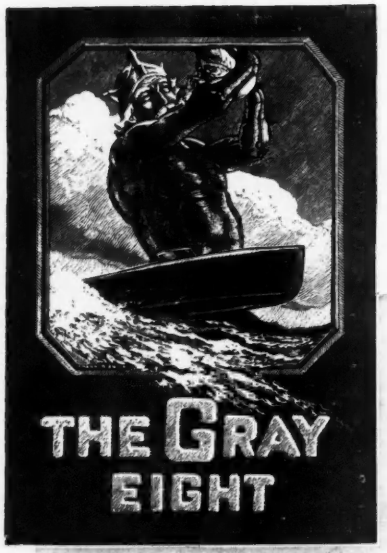
Put the Lightweight to every test you know. Try it against every motor in its class. Write for the catalog and the name of your dealer.

ELTO DIVISION
Outboard Motors Corporation
OLE EVINRUDE, *President*
Mason Street Department F Milwaukee

OUTBOARD MOTORS CORPORATION

The Super **Elto Lightweight**

Smashing



1929 The Greatest Year in Gray History

The marine world has indeed gone Gray.

Already Gray Sales for 1929 have topped all previous records in Gray's 27 years of leadership. And the end is not yet.

Not only has the year as a whole set a new mark for sales, but each month of the year has brought forth a decided increase over the corresponding month of any other year.

This growing preference for Gray is the result of the known value represented by the Gray Line:

Gray Motors are sold at the least margin of profit known.

Volume Production cuts costs to the minimum, keeping the purchase price low.

Gray Motors give more years of uninterrupted service. Ten, fifteen and twenty years of service is not uncommon for Gray.

Gray Sales are breaking all records because the marine world knows these facts.

Send 25c in stamps for the "Gray Book of Boats." Gray's large catalog and instruction book (ready December 1), will be sent free upon request.

Gray Marine Motor Company
680 Canton Avenue, Detroit

Epitomizing the Spirit of New Marine Power found in the New Gray Eight, the fastest, mightiest marine power plant per pound of weight and per dollar of price ever presented.

Hacker Runabout Sportcraft. Over 36 miles per hour with new 1929, 149 H. P., Gray "Eight."

Richardson "Cruisebout" powered by Gray "6-60" and "6-72" and Richardson "Florida Speedy" with Gray "Eight." Speeds 16 and 20 miles.

The "Fleetwing Junior," built by Fleetwing Yacht & Shipbuilding Corp., Gray "6-72" Standard Equipment.

New A. C. F. Forty with Gray Eight and Morse Reduction Gear—14 miles per hour guaranteed.

GRAY MOTORS

Built by Pioneers—Engineers—Leaders

Advertising index will be found on 3rd last page

all Records

The 1929 Gray Line, Greatest Motors of the Marine Industry.

Gray Sales have reached a new high mark in 1929. The demonstrated value of the Gray Line, as known and told by a vast multitude of Gray owners, is responsible for the record.

Gray Owners sell Gray Motors.

Seventeen great motors make up the Gray Line; seventeen dependable units that have distinguished themselves in service over a period of 27 years.

Whether you select, the fleet and mighty Gray Eight, one of the renowned Gray Sixes, a dependable Four, a Single or a Double, you are certain of receiving the ultimate in service at a minimum of cost.

A Great Multitude of Gray Owners Will Tell You So

Gray Marine Motor Company
680 Canton Avenue, Detroit

GRAY "8-130," the mightiest, fastest, marine power plant per pound of weight and per dollar of price ever presented.
GRAY "6-60." A medium size, high speed, smooth-running six for runabout and cruiser. 63 H. P. at 3,000 R. P. M.
GRAY "6-72." Standard equipment on ACF 30 footer. 3⅞" bore, 4½" stroke. Develops 72 H. P. at 3,000 R. P. M.
GRAY "6-80," a mighty Six, 3⅞" bore, 5" stroke, 2⅝" crankshaft. Length overall, 58¼".
GRAY "6-40." Shortest, lightest, lowest (above center of shaft), sturdiest Six in its power class. Develops 48 H. P. at 3,000 R. P. M.
GRAY "4-50," famous for brute strength and depend ability. Develops 59 H. P. at 1,200 R. P. M. 50½" overall. Bore increased to 4¼"; stroke 5"
GRAY "4-44," short, compact and low. 44 H. P., 660 lbs., 3⅞" x 4½", 46" long, 18" high, medium duty for hard work.
GRAY "4-30," 42" overall. 3¼" bore, 4½" stroke. Perfectly balanced, sturdy, medium compression. Gray's most popular Four.
GRAY "2-10." Used where space is limited. 12 H.P. Magneto ignition, overhead valves, with or without clutch and reverse gear.
GRAY No. "37." (High speed) a light, fast motor. Weight 290 lbs., 30" long. Adapted to 16, 17 and 18 foot outboard hulls. Develops 37 H. P. at 2,800 R. P. M.

GRAY MOTORS

Built by Pioneers—Engineers—Leaders

MIDGE—26 FOOT MOTOR SAILER

(*Continued from page* 51)

boat had been lengthened from the original plans some twenty percent; but was given the same rudder area as shown in the original plan. And of course the ratio between rudder area and lateral plane, while correct for the original design, was faulty for the longer boat. Don't change things.

Designing requires a lot more than a piece of paper, pencils, and a scale. And building requires a lot of common sense. I would therefore suggest not only a perusal of the first part of this article on Midge, with its drawings; but that a set of

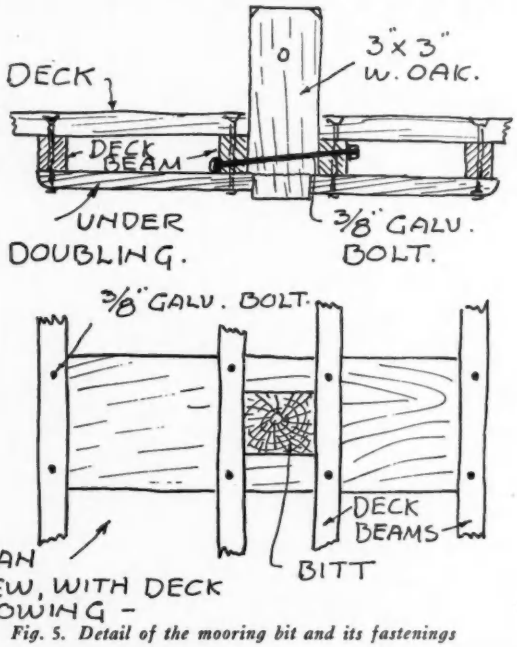


Fig. 5. Detail of the mooring bit and its fastenings

blue prints made from the ½ inch scale drawings be secured. These can be had at moderate cost by writing the Editor, MoToR BoatinG, 959 Eighth Avenue, New York, N. Y. Many useful books of boat designs are also published and described in a circular to be had on request.

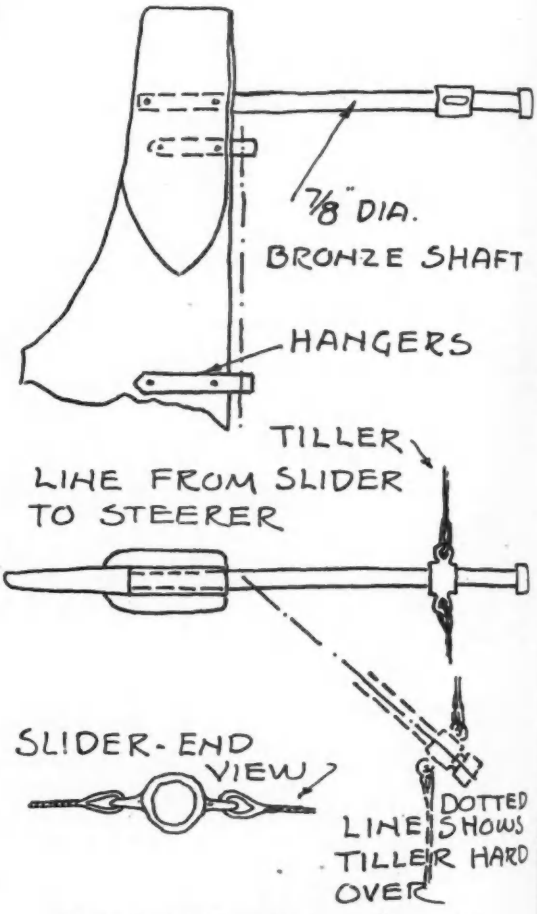


Fig. 6. Detail of the rudderhead and sliding tiller

JERSEY PLANS EXTENSIVE IMPROVEMENTS

A dozen major public improvements are now under foot which will be of tremendous importance to boat owners and the general public in the vicinity of Newark and Bayonne, New Jersey. Some of these projects at the present time are merely tentative ideas but a number of them are definitely scheduled for early completion.

Briefly, the new projects are as follows: the dredging of the Passaic River, from Newark's north line to Eighth Street, Passaic; a proposed park along Bergen and the north Hudson bank of Passaic; a county park along the Belleville-Nutley river front; dredging the Passaic River from its mouth to Point No Point; a marine park at Port Newark; a waterfront park to be built in Newark Bay at Bayonne; another marine park at Great Kills, Staten Island; a boat basin with winter storage facilities for Palisades Interstate Park; a project for the permanent and satisfactory cleansing of Passaic River; a schedule which calls for the construction of higher bridges throughout this entire area affected by the proposed developments; the deepening of both branches of the Shrewsbury River; and finally, the opening of Manasquan Inlet.

The first of these projects which concerns the dredging of the Passaic River is intended primarily as an aid to shipping and navigation but at the same time it will have a decided effect in helping to purify the river. These operations are scheduled to commence this fall.

The Bergen and Passaic park idea is still a rather hazy proposal and no definite steps have as yet been taken to put it through. The Belleville-Nutley river front park is an assured proposition with actual work scheduled for next summer. Boating facilities are included in the plan, which means also winter storage for boats and yachts.

The dredging of the Passaic River at its mouth is another of the actualities, with operations under way at the present time. The Port Newark Marine Park is an idea of the Essex Park Board and is scheduled for some time in the future.

The Bayonne Park on Newark Bay is the largest project in the metropolitan area with Federal approval practically assured. The plan includes a scheme for the disposal of sewage to help in purification of the bay and also a proposal for a yacht harbor.

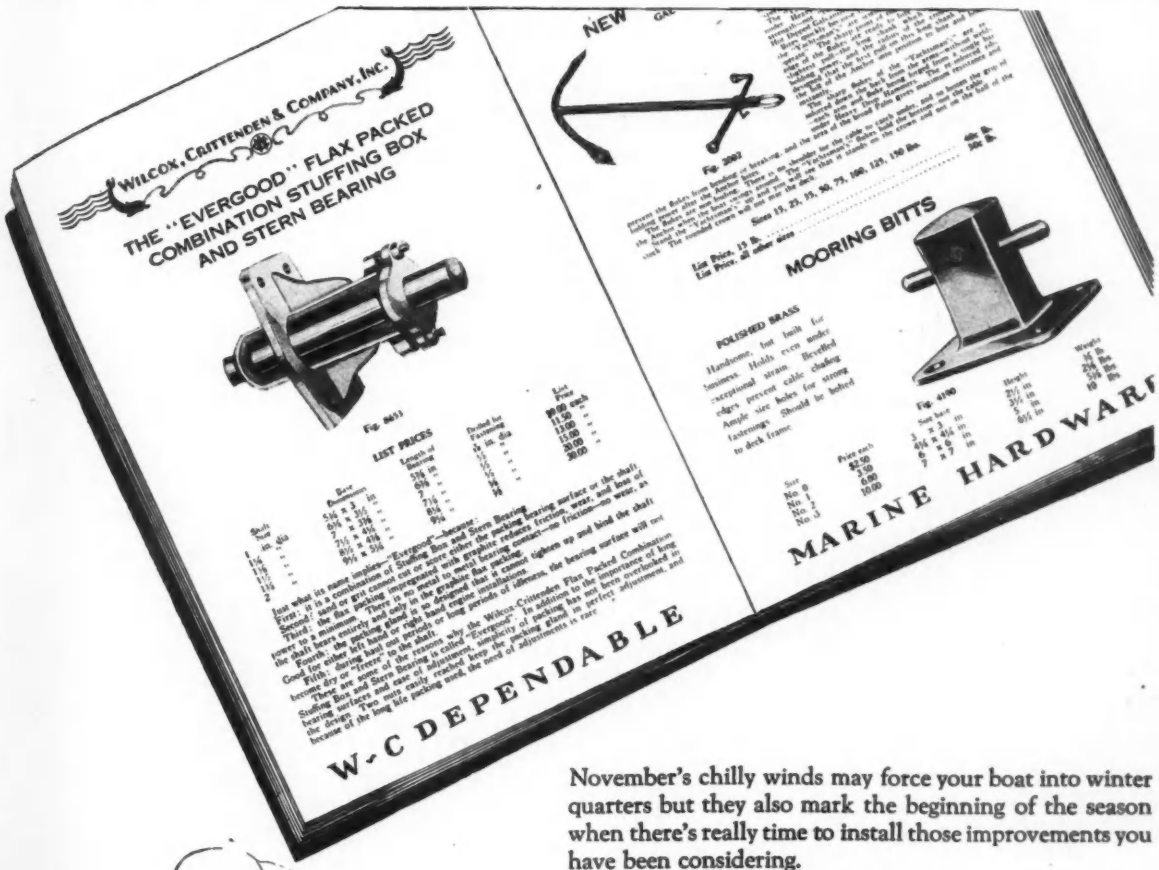
The Great Kills Marine Park, while not strictly a Jersey development, will still be of tremendous importance to Jersey yachtsmen. Seven hundred acres of land are to be developed according to the plans and a yacht harbor is scheduled for construction. This project already has the government approval and is now up to the New York Board of Estimate.

The Alpine development is a little further removed from the scene of these other projects, being situated up the Hudson River at Palisades Interstate Park. A new motor boat basin is called for at this point with ample facilities for storage of Hudson River yachts.

In regard to the matter of higher bridges in this area the War Department's policy calls for a thirty-five-foot clearance from bridge to water line. This would relate to all new bridges to be constructed in these parts as well as the reconstruction of older ones when it becomes necessary to rebuild them.

As for the dredging operations in the Shrewsbury, the Government is ready to proceed as son as disposal areas have been provided. The work of opening Manasquan Inlet is scheduled to begin this winter.

The time to INSTALL IMPROVEMENTS



November's chilly winds may force your boat into winter quarters but they also mark the beginning of the season when there's really time to install those improvements you have been considering.

Now is the time to check over all items that will improve your boat's performance in 1930. You may need a W-C Sea-Clo, the handsome dependable boat closet that comes in 16 different color combinations; it may be that an improved type of steerer, or "Sea-More" port lights would benefit your boat immeasurably.

These and many other new and improved items are described in the W-C Marine Hardware Specialty Booklet. Send for your copy to-day. Use the coupon below. Don't delay or you will find spring galloping around with many things left undone.

You'll like a copy of "Sea Craft Suggestions"—297 pages of authentic information—to peruse during winter evenings. Enclose 25¢ for your copy.

WILCOX, CRITTENDEN & CO., INC.
4 So. Main Street
Middletown ***Connecticut***
Established in 1847

WILCOX, CRITTENDEN & CO., Inc.
4 So. Main Street, Middletown, Conn.
☐ **Send the Marine Hardware Specialty Booklet.**
☐ **I enclose 25c for "Sea Craft Suggestions."**

Name_____

Address _____

City_____ State _____

YACHT CLUBS ON CRUISING ROUTES

(*Continued from page* 18)

Androscoggin Yacht Club, Wayne, Me.
Kennebec Yacht Club, Bath, Me.

6. CASCO BAY

Harpswell Yacht Club, So. Harpswell, Me.
Portland Yacht Club, Merchants Wharf, Portland, Me.
Kingdon Yacht Club, Portland, Me.
Portland Motor Boat Club, Portland, Me.
Saco Yacht Club, Saco, Me.
New Meadows Boat Club, Brunswick, Me.
Casco Yacht Club, So. Freeport, Me.

7. PORTSMOUTH

Portsmouth Yacht Club, Portsmouth, N. H.
Bay Haven Yacht Club, York Beach, Me.

8. MERRIMAC RIVER

American Yacht Club, Newburyport, Mass.
Haverhill Yacht Club, Haverhill, Mass.
Crescent Motor Boat Club of Haverhill, Haverhill, Mass.
Lowell Yacht Club, Lowell, Mass.

9. CAPE ANN

Annisquam Yacht Club, Annisquam, Mass.

B. CAPE ANN to CAPE COD, MASSACHUSETTS BAY, BOSTON HARBOR and CAPE COD BAY

1. MASSACHUSETTS BAY

Eastern Point Yacht Club, Eastern Point, Gloucester, Mass.
Cape Ann Yacht Club, Gloucester, Mass.
East Gloucester Yacht Club, Rocky Neck, E. Gloucester, Mass.
Manchester Yacht Club, Manchester, Mass.
Manchester Launch Club, Manchester, Mass.
Palmer's Cove Yacht Club, Palmer's Cove, Salem, Mass.
Collins' Cove Motor Boat Club, Salem, Mass.
Eastern Yacht Club, Marblehead, Mass.
Pleon Yacht Club, Marblehead, Mass.
Corinthian Yacht Club, Marblehead, Mass.
Boston Yacht Club, Marblehead, Mass.
Lynn Yacht Club, Lynn, Mass.
Volunteer Yacht Club, Lynn, Mass.
Nahant Dory Club, Nahant, Lynn Harbor, Mass.
Saugus River Yacht Club, Lynn, Mass.
Wessagussett Yacht Club, North Weymouth, Mass.
Jubilee Yacht Club, Beverly, Mass.
Cohasset Yacht Club, Cohasset, Mass.
Scituate Yacht Club, Scituate Harbor, Mass.
North End Boat Club, Newburyport, Mass.

2. BOSTON HARBOR AND BOSTON BAY

Harvard Yacht Club, Cambridge, Mass.
Gloucester Yacht Club, E. Boston
Jefferies Yacht Club, Jefferies Point, East Boston, Mass.
Orient Heights Yacht Club, East Boston, Mass.
Squantum Yacht Club, Wollaston, Mass.
Wollaston Yacht Club, Quincy Bay, Wollaston, Mass.
Chelsea Yacht Club, Chelsea
Winter Hill Yacht Club, Somerville, Mass.
Bunker Hill Yacht Club, Charlestown
Bay State Yacht Club, Revere
Beachmont Yacht Club, Revere
Cottage Park Yacht Club, Winthrop
Point Shirley Yacht Club, Winthrop
Pleasant Park Yacht Club, Winthrop
Winthrop Yacht Club, Winthrop Beach
Winthrop Highlands Yacht Club, Winthrop Highlands
Boston Yacht Club, Rowe's Wharf, Boston
Boston Yacht Club, City Point, So. Boston
Peninsula Yacht Club, So. Boston
So. Boston Yacht Club, So. Boston
Mosquito Fleet, So. Boston
Columbia Yacht Club, City Point, So. Boston
Old Colony Yacht Club, Dorchester
Dorchester Yacht Club, Dorchester
Savin Hill Yacht Club, Dorchester
Quincy Y. C., Hull Bay
Town River Yacht Club, Quincy
Milton Yacht Club, Milton, Neponset River
Neponset Valley Club, Milton, Neponset River
Port Norfolk Y. C., Neponset
Hingham Yacht Club, Hingham

3. CAPE COD BAY

Kingston Yacht Club, Kingston, Mass.
Duxbury Yacht Club, Duxbury
Pilgrim Yacht Club, Plymouth
Plymouth Yacht Club, Long Wharf, Plymouth
Wellfleet Yacht Club, Wellfleet

C. CAPE COD to MONTAUK

1. NANTUCKET SOUND

Chatham Yacht Club, Chatham, Mass.
Osterville Yacht Club, Osterville
Wianno Club, Wianno
Nantucket Yacht Club, Nantucket Harbor, Nantucket
Wauwinet Yacht Club, Nantucket Harbor, Nantucket
Unity Yacht Club, Nantucket Point

2. VINEYARD SOUND

Edgartown Yacht Club, Edgartown, Mass.
Woods Hole Yacht Club, Woods Hole

3. BUZZARD'S BAY

Beverly Yacht Club, Butler's Point, Mass.
Onset Motor Boat Club, Onset Bay, Onset
Point Independence Y. C., Onset
Sippican Yacht Club, Marion
Quisset Yacht Club, Quisset
Mattapoisett Yacht Club, Mattapoisett
Salters Point Yacht Club, South Dartmouth
Independent Motor Boat Club, New Bedford
New Bedford Yacht Club, New Bedford
New Bedford Power Boat Club, New Bedford

4. NARRAGANSETT BAY

Ida Lewis Yacht Club, Wellington Avenue, Newport Harbor, Rhode Island
New York Yacht Club, Newport
Newport Yacht Club, Newport
Conanicut Y. C., Jamestown
Bristol Yacht Club, Bristol
Barrington Yacht Club, Bullocks Cove, Bristol
Barrington Yacht Club, Barrington
Bay Spring Yacht Club, West Barrington
East Greenwich Yacht Club, East Greenwich
Warwick Country Club, Warwick
Weetamoe Y. C., Fall River
Fall River Yacht Club, Fall River
Mt. Hope Yacht Club, Fall River
King Philip Boat Club, Fall River
Watuppa Boat Club, Fall River
Pawtucket Yacht Club, Second River, Pawtucket
Rhode Island Yacht Club, Pawtucket
Saunderstown Yacht Club, Narragansett Bay, Saunderstown
Taunton Yacht Club, Taunton, Taunton River
Edgewood Y. C., Edgewood

(*Continued on page* 68)

"Gar" Wood, Inc., famous builders of stock runabouts with speeds from 30 to 55 m. p. h. and special boats with guaranteed speeds up to 90 m. p. h., use CLIMAKOTE in finishing all of their boats. The boat shown above is the model 40.

CLIMAKOTE is remarkable flat coater with distinctive and exclusive properties. It dries quickly, without waves or brush marks, and produces an unusually hard, resistant surface. Yet it is unusually elastic and unaffected by temperature changes. It is a good filler and requires fewer coats. It sands easily and three coats can be applied in one working day.

Though CLIMAKOTE provides the foundation for a decidedly finer finish, it is actually more economical in material, time and labor.

This is only one of the group of CLIMAX products for boat finishing. Start with CLIMAX Seam Compound which does not crack, bulge or come out. After CLIMAKOTE use CLIMAX Bottom Paints (red, green, brown) which are permanently anti-fouling in salt water, and CLIMAX Yacht White which covers so well that it is the most economical good paint you can buy.

We shall be glad to submit samples, tests, proof of all claims, upon request.

THE CLIMAX CLEANER MFG. CO., 2080 WEST 110th ST., CLEVELAND, OHIO

CLIMAX BOAT PAINTS

YACHT CLUBS ON CRUISING ROUTES

(*Continued from page 66*)

Washington Park Yacht Club, Providence
Corinthian Yacht Club of Providence, Ft. of Seymore Street, Providence
Taunton Yacht Club of Dighton, Mass.
Westerly Yacht Club, Westerly, R. I.
Watch Hill Yacht Club, Watch Hill, R. I.

5. GARDINER'S BAY

Montauk Yacht Club, Montauk Point, L. I., N. Y.
Devon Yacht Club, Devon, L. I.
Shelter Island Yacht Club, Shelter Island, L. I.
Sag Harbor Yacht Club, Little Peconic Bay, L. I.
North Folk Y. C., New Suffolk, Little Peconic Bay, L. I.
Mattituck Yacht Club, Mattituck, Great Peconic Bay, L. I.
Great Peconic Bay Yacht Club, Great Peconic Bay, L. I.
Flanders Yacht Club, Flanders, L. I.
Riverhead Yacht Club, Riverhead, L. I.

D. LONG ISLAND SOUND (Fishers Island to Throggs Neck)

1. NORTH SHORE

a. STONINGTON, CONN., TO NEW HAVEN

Wadawanuck Yacht Club, Stonington, Conn.
Fishers Island Yacht Club, West Harbor, Fishers Island, N. Y.
Chelsea Boat Club, Norwich, Conn.
Cheemaun Boat Club, New London
Springfield Yacht Club, Connecticut River, Springfield, Mass.
Wethersfield Cove Yacht Club, Connecticut River, Conn.
Waternook Boat Club, Wethersfield Cove, Connecticut River
Hartford Yacht Club, East Hartford, Fenwick, Conn. River
Meriden Yacht Club, Portland, Connecticut River
Middletown Yacht Club, Middletown, Connecticut River
Dauntless Club, Essex
Sachems Head Yacht Club, Sachems Head
Pine Orchard Club, Pine Orchard
Branford Yacht Club, Branford Point, Branford
Meriden Motor Boat Club, Meriden

b. NEW HAVEN TO BRIDGEPORT

Volunteer Sailing Club, Canal Dock, New Haven, Conn.
New Haven Yacht Club, New Haven
Waucoma Yacht Club, Quinnipiac River, New Haven
City Point Yacht Club, New Haven
Yale Corinthian Yacht Club, Morris Cove, New Haven
Milford Yacht Club, Fort Trumbull Beach, Milford
Naugatuck Valley Motor Boat Club, Shelton, Conn.
Pootatuck Yacht Club, Stratford
Black Rock Yacht Club, Bridgeport
Bridgeport Yacht Club, Black Rock Harbor, Conn.
Park City Yacht Club, Bridgeport
Miamogue Yacht Club, Bridgeport
Pequonnock Yacht Club, Bridgeport
Columbia Yacht Club, Bridgeport
East End Yacht Club, Foot of Carroll Avenue, Bridgeport
Berkshire Yacht Club, Bridgeport
Mohawk Yacht Club, Bridgeport

c. BRIDGEPORT, CONN.-MAMARONECK, N. Y.

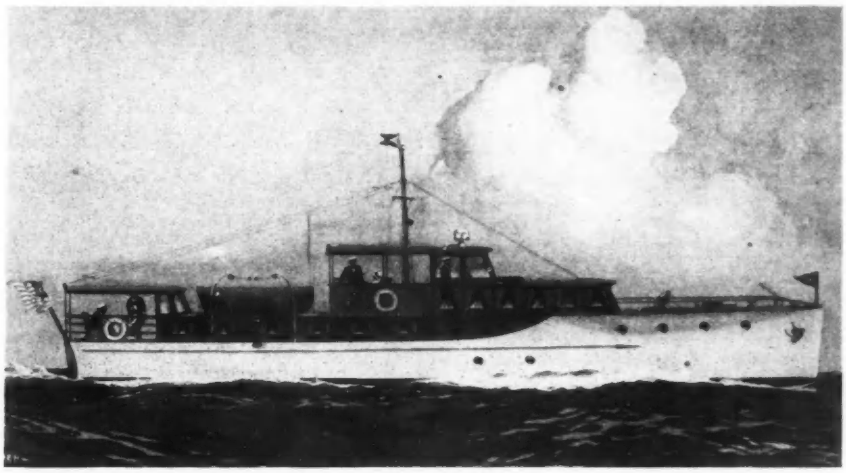
Pequot Yacht Club, Southport
Norwalk Yacht Club, Wilson's Cove, Norwalk
Norwalk Boat Club, Norwalk
East Norwalk Yacht Club, Norwalk
Ischoda Yacht Club, South Norwalk
McMullen Yacht Club, South Norwalk
South Norwalk Boat Club, South Norwalk, Norwalk Harbor
Rowayton Yacht Club, South Norwalk
Noroton Yacht Club, Noroton
Stamford Yacht Club, West Stamford
Penus Yacht Club, Stamford
Hallowe'en Yacht Club, Stamford
Riverside Yacht Club, Riverside
Indian Harbor Yacht Club, Greenwich
Old Mill Yacht Club, Port Chester, N. Y.
Byram River Yacht Club, Portchester, N. Y.
American Yacht Club, Rye, N. Y.
Sea Horse Yacht Club, Milton Point, Rye
Orienta Yacht Club, Mamaroneck Harbor, N. Y.
Sheldrake Yacht Club, Mamaroneck
Westchester Beach & Yacht Club, Mamaroneck
Beach Point Club, Orienta Point, Mamaroneck

d. MAMARONECK TO CITY ISLAND

Larchmont Yacht Club, Larchmont
Horse Shoe Harbor Club, Larchmont
Lloyd's Harbor Yacht Club, New Rochelle
Hudson Park Yacht Club, Echo Island, New Rochelle
Echo Bay Yacht Club, Echo Island, New Rochelle
Huguenot Yacht Club, New Rochelle Harbor
New Rochelle Yacht Club, Echo Bay, New Rochelle
New York Athletic Club, Traver's Island, Pelham Bay
Bronxonia Yacht Club, Pelham Bay
Morris Yacht Club, Pelham Bay
Metropolitan Yacht Club, Rodman Neck, Pelham Bay Park
Morrisania Yacht Club, Pelham Bay Park
Stuyvesant Yacht Club, Pelham Bay Park
City Island Yacht Club, Ft. Pilot Street, City Island, N. Y.
Harlem Yacht Club, City Island, East Chester Bay

2. SOUTH SHORE

Montauk Yacht Club, Montauk Point, Long Island, N. Y.
Suwasset Yacht Club, Port Jefferson, Long Island
Independent Yacht & Boat Club, Northport Harbor, Northport, L. I.
Northport Yacht Club, Northport Harbor
Centerport Yacht Club, Centerport
Huntington Yacht Club, Halesite, Huntington Harbor
Ketewomoke Yacht Club, Huntington Harbor
Cold Spring Harbor Beach Club, Cold Spring Harbor
Seawanhaka Corinthian Yacht Club, Oyster Bay
Oyster Bay Yacht Club, Oyster Bay Harbor, N. Y.
New York Yacht Club, Glen Cove, Long Island
Hempstead Harbor Yacht Club, Glen Cove
Cliff Motor Boat Club, Sea Cliff, N. Y.
Knickerbocker Yacht Club, Port Washington, Long Island
Manhasset Bay Yacht Club, Port Washington
Montauk Yacht Club, Port Washington
Port Washington Yacht Club, Port Washington
Plandome Field & Marine Club, Manhasset Bay, L. I.
Bayside Yacht Club, Bayside
Little Lake Bay Yacht Club, Bayside, Long Island
Whitestone Point Yacht Club, Whitestone, Long Island
Williamsburg Yacht Club, Flushing Bay, North Beach, N. Y.
Douglaston Club Yacht Squadron, Little Neck Bay, Douglaston, Long Island



And now the

70 DISCOVERER

comes to the fore of the

HUMPHREYS SEA-CRUISER SQUADRON

Prices, Specifications and Equipment List of all Humphreys Sea-Cruisers—from 40 to 70 feet—mailed promptly on request.

MODEL	SIZE
40—PILOT	40′x10′6″x3′
45—NAVIGATOR	45′x11′x3′
50—CHALLENGER	50′x12′6″x3′6″
55—PRIVATEER	55′x12′6″x3′6″
60—EXPLORER	60′x13′6″x4′
65—DESTROYER	65′x13′6″x4′
70—DISCOVERER	70′x14′6″x4′6″
75—COMMANDER	75′x15′x4′6″

THIS ship, powered with two 150 H.P. Winton Diesel engines, expresses the most modern trend in naval architecture and embodies sound and proven structural features, plus the comforts and conveniences of a boat double her size. The speed is 14 miles per hour and the cruising radius 2,500 miles.

Extremely heavy construction throughout; double planked with cedar and mahogany with canvas between, copper fastened. Bright finished white pine decks with chromium deck fittings and guard rails give added beauty to this superb craft.

Accommodations (which may be altered to suit individual requirements) include: Deck saloon paneled in American walnut; large double stateroom for owner, full width of ship with connecting bath; two single staterooms and one other double stateroom with bath or shower; galley full width of ship with electric refrigerator and oil burning stove; crew's quarters with toilet and shower in forecastle for four men.

All controls are centralized on the bridge. Diesel auxiliary lighting plant, electric ventilating system and fans, electric windlass and bilge pump are a few of the many desirable features furnished at no extra cost.

You may inspect this boat any time at our Keyport, N. J., plant or procure further information from our New York office. Delivery can be arranged in time for the Florida season.

Designed and Sold by

FREDERIC P. HUMPHREYS INC.

230 Park Avenue — **New York City**

Cable Address: HUMPFRED

Built by

THE HUMPHREYS SHIPBUILDING CORPORATION, KEYPORT, N. J.

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WILLIAM ATKIN
NAVAL ARCHITECT
THE MIZZEN TOP, HUNTINGTON, N. Y.
Send 50 cents for illustrated list of stock plans

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If you have a boat in Florida waters that you want sold, insured, surveyed, or cared for in any way; or if you wish to purchase one; I can serve you. Over fifteen years' experience as a Naval Architect, Shipbuilder and Inspector. My list of all classes of boats for sale and charter is very extensive.
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Yacht and Motor Boat Brokerage
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NAVAL ARCHITECT
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Gulf and power yachts. Houseboats and commercial vessels. Surveys made in all Gulf Ports.
I have a large number of yachts of every description for sale, and some for charter. Stability and free board calculations. Cable address: "Walkeen."

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NAVAL ARCHITECTS
BROKERAGE Service That's Different SUPERVISION
Telephone: Murray Hill 3126-7
11 EAST 44th STREET NEW YORK

Rope for the Boatman

OUR new, illustrated booklet, *"Rope for the Boatman."* Explains what kind, weight and size of rope you need for each boating purpose; use and care of rope; knot tying; splicing, etc. Your copy is waiting. Send for it, today! It is FREE!

PLYMOUTH CORDAGE CO.,
North Plymouth, Mass.

PLYMOUTH *The Rope You Can Trust*

The Inland Route to Florida

(*Continued from page 16*)

sire, After tarrying here awhile, you may continue the Inland Route, through the edge of Brunswick Harbor, past the Jekyl Island Club (open to members only) and on to Fernandina, forty miles away, where you may likely want to stop for the night. L. G. Hirth will probably make room for you at his dock despite the many fish boats that congregate at this port.

Now having reached Florida waters, you must not miss Fort George Inlet, some seven miles south of Nassau Sound, or twenty-two miles beyond Fernandina, where you have a great white beach and sand dunes on one side, Fort George Island and its tropical beauty on the other side, with fine protection and anchorage. Here is located the aristocratic Ribault Club, having the most attractive yacht basin in the country and where yachts of the more prominent clubs are welcomed if their owners are aboard.

Since the East Coast Canal is at present badly filled up and since the St. Johns offers the most marvelous cruising ground found this side of the Maine Coast, many yachts will spend their winter in these waters, cruising 180 miles upstream, southward, to its headwaters, or exploring the many tributary bays and waterways. In the past, poor yachting facilities around Jacksonville have dampened visiting yachtsmen, but recently the Florida Yacht Club has put up a new clubhouse and provided piers and slips at Venetia, in suburban Jacksonville, where yachtsmen from recognized clubs are most welcome, and there are also ample facilities for dockage, supplies, and service around the city, at modest charges, including the new Florida Yacht Basin.

Within the next year or so, the East Coast Canal will be deepened to ten feet and made as comfortably navigable as it now is trying. Two years ago Congress appropriated millions for its improvements and local bond issues provided the funds to acquire the canal from private ownership that had neglected it so many years, but the work has been seriously delayed by blockading action on the part of influences that may readily be suspected.

For the present, it is passable for only the shoalest draft craft. To St. Augustine some four feet may be carried, but south of that point there are many places almost filled in, particularly so back of Matanzas Inlet where there is scarce two feet except at very high water. It may be passed by boats of deeper draft by the process of leaving the clutch in gear and literally dredging one's way across.

Similarly the Indian River channel is full of bumps. On the other hand, storms are so rare during the winter, that a seaworthy yacht may easily proceed outside. The first real harbor entrance is at Fort Pierce Inlet some 180 miles from the mouth of the St. Johns, but St. Augustine Inlet may be navigated if your nerve is good, as it is buoyed and plenty deep, and Mosquito Inlet is navigable, making the runs much shorter. I am told the light keeper will row out and pilot you in, if you telephone to him the day before, and I would prefer this method.

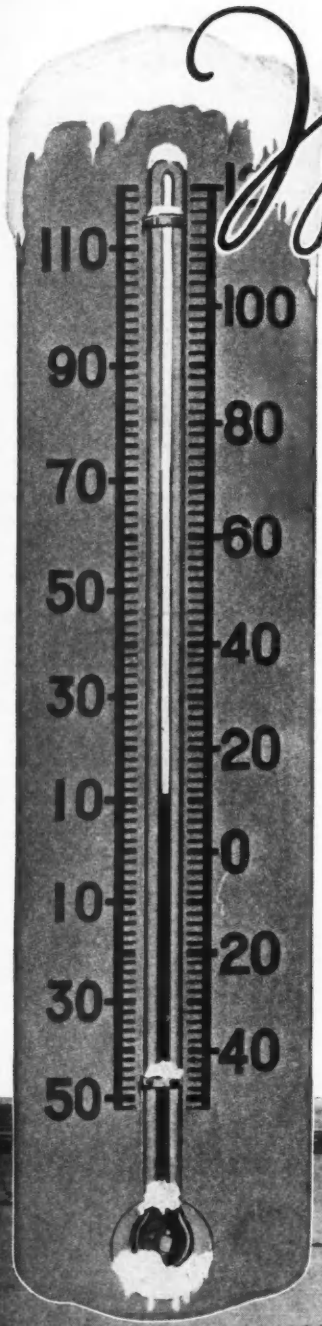
From Fort Pierce down, the outside route is at present preferable but as Palm Beach, Fort Lauderdale and Miami are relatively near together, these runs present no obstacles.

I have endeavored to present this information from the yachtsman's viewpoint, without favor or prejudice. Any seaworthy craft in the hands of any experienced yachtsman may make the trip all the way from New York to Key West, without as much danger as trying to get across Fifth Avenue, but if the present condition of the East Coast Canal sounds discouraging, don't forget that you will find Florida, warmth and sunshine and welcome both in Southern Georgia and Northern Florida.

MIAMI READY FOR WINTER SEASON

Contrary to an impression which perhaps is prevalent as a result of misleading newspaper reports which had been circulated recently, authentic information received from the Carl G. Fisher Company of Miami Beach, Florida, indicates that this state suffered very little in the reported hurricane. As a matter of fact the Fisher Company states that there was no hurricane. While the wind did attain a considerable velocity it did not exceed half of that which was commonly reported. They did have rain, and plenty of it, but that was the extent of the storm. As for the devastation wrought by wind, there were a few thousand palm trees which had been planted a short time before, and where these had not taken a firm new root they were slowly blown over but today practically all of these have been straightened up. Right now, the statement says Miami Beach is prettier than it ever was during the past winter season and it is prepared now for a very active and brilliant winter.

Advertising index will be found on 3rd last page



When the Mercury Hovers Near Zero

Come to

MIAMI BEACH

ESCAPE from the cold and snow of winter by coming to Miami Beach, America's wonderful paradise of tropical charm and outdoor sports. Every day at Miami Beach you can enjoy Boating, Bathing, Fishing, Golf, Polo. Tennis, Motoring or any of your other favorite summer-time sports. It is always summer at this world famed resort.

For further particulars and hotel reservations write:

THE CARL G. FISHER HOTELS

Flamingo — Nautilus — Lincoln

King Cole — Boulevard

MIAMI BEACH, FLORIDA

The Great Southern Regatta combined with the International Races will be held on Biscayne Bay at Miami Beach March 25 and 26, 1930. Be sure to see these races. Among the important events is the contest for the Star Island Trophy emblematic of the Outboard Championship of North America.

A SPEED INDICATOR AND LOG FOR ANY BOAT UP TO 75 FEET AND ANY SPEED UP TO 60 MILES

THESE speed indicators are reliable. Different models are made for different types of boats, but all are dependable instruments, and accurate within 2%.

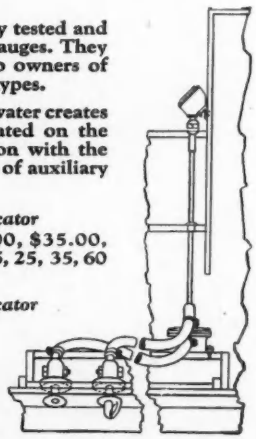
At a glance you can read your speed, and, if you wish it, your trip mileage and elapsed mileage as well. In navigating by chart and compass the speed indicator is a great help, and at all times it makes it a simple matter to hold your boat to her best running speed.

These devices have been fully tested and proved to be dependable gauges. They are giving valuable service to owners of small and large boats of all types.

Passage of boat through the water creates the pressure which is indicated on the dials. There is no connection with the motive power, nor is towage of auxiliary apparatus required.

National Marine Speed Indicator
4 Models, $25.00, $30.00, $35.00, $40.00, for speeds up to 15, 25, 35, 60 M. P. H.

National Marine Speed Indicator and Log
2 Models, $100.00 and $120.00, for speeds up to 35 and 60 M. P. H., and trip as well as total mileage.



Write today for our catalog

THE NATIONAL LOCK WASHER COMPANY
Newark, New Jersey, U. S. A.

2832

741 Miles in 735 Minutes

(*Continued from page 26*)

trouble. And trouble can mean disaster—and worse.

But the crash boat had nothing to do, and yet, as the sun dipped and the evening chill crept across the water, the tension increased. Establishing a twelve hour record means that it must be twelve hours—not eleven hours and a half, or eleven hours and fifty minutes or eleven hours and fifty-nine minutes. Failure at the last means just as much as failure at the beginning. There is no border line. Greening staked his bet on a twelve hour run—and twelve hours it must be.

As the run went into the eleventh hour, all eyes were fastened on the boat every second she was in sight, and the crew of the crash boat stood by ready for action, for they knew that Greening, who had the wheel at the finish as at the start, would send her over the line no matter what might develop and that he would not stop with victory in sight. She was running fast as she sped by for the last time to the upper turn. Greening opened up, turning up close to 2,000 r.p.m., her engines hitting perfectly. Out of sight she went around the turn, the roar of her exhaust was lost; five stop watches clicked as she went out of sight; the watchers stood silent. Then, before she was due, she flashed into sight around the island, the bone in her teeth bigger, if anything, than at the start in the morning. Down the course she swept and crossed the line to a new world's record at exactly seventy miles per hour!

Her record, her performance, need no elaboration. Her speed and stamina speak for themselves. She is a living tribute to the men who designed and built her, and her record is equally a tribute to the men who handled the wheel. Greening hopes that the record just hung up will serve as a stimulus for others to exceed it, and he promises that if anyone—either in this country or abroad—does exceed it, he will design and build another Rainbow, if that be necessary to bring back the record to his beloved Canada. But in warning to others, let us add that Rainbow VII was not driven to her maximum, and that if needs be, he can set a still faster record.

MoToR BoatinG takes great pleasure in congratulating Commodore Greening—one of the greatest yachtsmen in history—on his epochal achievement. Men like Greening contribute far more to the sport of motor boating than the pleasure boating gives them, for they give their time and resources unstintedly, and freely offer to the world at large the knowledge that they gain.

A COMPLETE HISTORY OF THE RUN

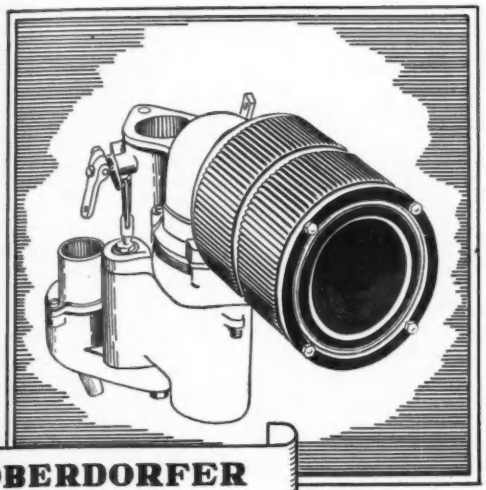
Lap No.	*Miles*	*Lap Time*	*Lap Speed M.P.H.*	*Stops*	*Crew*
1	19.5	18:34	63.01	....	
2	39.0	18:38	62.79	....	Greening,
3	58.5	18:10	64.43	....	Stroh
4	78.0	18:18	63.93	....	and
5	97.5	18:29	63.30	....	Marcer
6	117.0	18:40	62.67	....	
7	136.5	18:40	62.67	2:17	
8	156.0	18:05	64.70	....	
9	175.5	18:11	64.34	....	Reid,
10	195.0	18:27	63.41	....	Galloway
11	214.5	18:34	63.01	....	and
12	234.0	18:38	62.79	....	Burnette
13	253.5	18:59	61.63	2:16	
14	273.0	19:18	60.62	....	
15	292.5	18:59	61.63	14:18	
16	312.0	18:54	61.94	....	Stroh,
17	331.5	18:42	62.56	....	Reid
18	351.0	18:05	64.70	....	and
19	370.0	18:04	64.76	....	Burnette
20	390.0	17:58	65.12	....	
21	409.5	18:01	64.93	2:14	
22	429.0	18:02	64.88	....	
23	448.5	17:56	65.24	....	Greening,
24	468.0	18:02	64.88	....	Galloway
25	487.5	17:55	65.30	....	and
26	507.0	18:43	62.51	9:24	Marcer
27	526.5	18:18	63.93	....	
28	546.0	18:09	64.46	....	Stroh,
29	565.5	18:33	63.07	....	Galloway
30	585.0	18:48	62.23	....	and
31	604.5	18:33	63 07	....	Burnette
32	624.0	18:31	63.18	2:03	
33	643.5	18:43	62.51	....	
34	663.0	17:50	65.61	....	Greening,
35	682.5	16:58	68.95	....	Reid,
36	702.0	17:56	65.24	....	Marcer
37	721.5	17:53	65.43	....	and
38	741.0	17:55	65.30	....	Burnette

(*Continued on page 74*)

Advertising index will be found on 3rd last page

PLAY SAFE!

PROTECT YOUR BOAT AGAINST ALL HAZARDS



OBERDORFER
Backfire Trap

PATENTS APPLIED FOR

PATENTS APPLIED FOR

OBERDORFER
Master Automatic
Electric Bilge Pump

BUILT EXCLUSIVELY FOR THE MARINE FIELD

HERE are two safety devices that give protection against the two outstanding hazards of motorboating ... FIRE and LEAKAGE.

An Oberdorfer Backfire Trap will do away with all danger of fire from backfiring of your motor. It is attached to the carburetor air intake and will break up the force and kill the flame of the most terrific backfire possible. It is built to marine specifications—made entirely of non-corrosive metals. The Oberdorfer Backfire Trap has been submitted to and tested by Underwriters Laboratories and has successfully passed their test requirements. Make sure that the new motor or boat you buy is equipped with this essential protective device. INSIST!

The Oberdorfer Master Automatic Electric Bilge Pump removes all danger and inconvenience of bilge water accumulation. Available in 6, 12, and 32 volt units and easily installed on any boat. Your boat needs its protection and you will appreciate its convenience. The Model "B", for smaller boats, is available in 6 and 12 volt units.

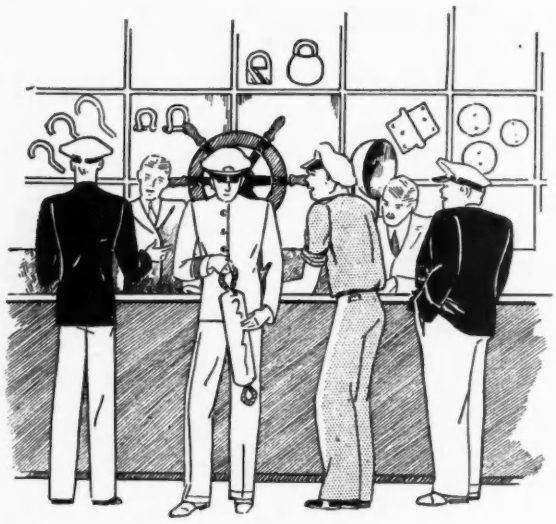
Oberdorfer Bronze Gear Circulating Pumps, Motor Driven Gear and Centrifugal Pumps, and Hand Pumps provide a pump for every marine use.

All important marine supply dealers carry Oberdorfer Pumps. Send for complete data.

M. L. OBERDORFER BRASS CO., 2200 Thompson Road, SYRACUSE, N.Y.
Makers of Pumps since 1875

Oberdorfer Pumps

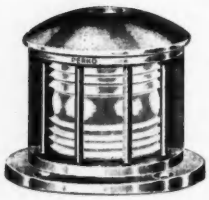
© 1929 M. L. O. B. CO.



OUR VERY BEST TO BOATMEN

When two thousand yachtsmen drop anchor in south Florida, they want intelligent supply service -- a store that understands boats.

In twenty-two years we have learned that boatmen need an especial service. Our organization is solely devoted to supplying their requirements.



You will find our Miami and Palm Beach stores completely stocked with every item that would keep a craft shipshape for the southern season.

THE HOPKINS-CARTER HARDWARE COMPANY

Marine Supplies

MIAMI
139 South Miami Avenue

W. PALM BEACH
North Flagler Drive at Second Street

741 Miles in 735 Minutes

(*Continued from page 72*)

Total time, 12 hours, 15 min., 40 sec.
Average speed, 60.4342 m. p. h.
Average speed (12 hours), 60.325 m. p. h.
Time stopped for fueling, 11 min. 5 sec.
Time stopped for other causes, 21 min. 37 sec.
Total time stopped, 32 min., 32 sec.
Total running time, 11 hours, 43 min., 18 sec.
Average running speed, 63.21.
Laps in 12 hours, 37.12.
Miles in 12 hours, 723.92.
Running time in 12-hour period, 11:27:28.

COMMODORE GREENING TELLS HOW IT ALL STARTED

(*See story on pages 24-26*)

Mr. C. F. Chapman,
c/o MoToR Boating.
57th St. at 8th Ave.,
NEW YORK, N. Y., U. S. A.

Dear Chap:

You have no idea how sorry I am that you missed your usual turn at the wheel in our recent 12-hour run. I suppose by now you will have received some notes on it. The whole thing was so hurriedly planned and executed that I was not able to give you more time, which I regret very much.

The thing really started through an argument that took place in my office regarding the reliability of the modern, high-power speed boat. It began through criticism of the foreign challengers in the Harmsworth; then the unreliability of the boats run in the match race at Miami; then to the Gold Cup with their smash-ups and injuries; and finally ended with the loss of Miss America in Italy. The gentleman who criticized the whole motor-boating movement was a well posted man, although his hobby is horse-racing, both as an owner and enthusiast. I decided then and there to put Rainbow through the hardest kind of public test to prove that these very high-power boats are, in reality, the last word in reliability, and if this run will stop foolish criticism and advance the interest in motor-boating, I will be amply repaid.

I have run Rainbow this year hundreds of miles with absolutely no overhauling of any kind, and she entered her 12-hour run with only the smallest of minor adjustments. As a matter of truthful fact, she possessed much more stamina than her helmsmen or crew. When we got half way through, I was advised by all those interested to establish a 12-hour record, as Rainbow IV already held the 24-hour one. If you intend commenting on the record, as I hope you will, I think the above points should be clearly emphasized. Where infinite care is taken, the outcome is assured.

Yours sincerely,
H. B. Greening.

A TEST OF ENDURANCE

When on September 30, Commodore Harry Greening of Hamilton, Ontario, hung up a new world's record at an average of over 60 miles an hour for twelve consecutive hours with his fast hydroplane Rainbow VII, another triumph was recorded for Duplex Marine Engine Oil.

Commodore Greening is internationally famous as one of the greatest amateur motor boat enthusiasts in the world. Among scores of other victories, his string includes the Championship of North America—won at Detroit in 1928—and the world's 24 hour record, established with Rainbow IV four years ago.

For four years Greening has used Duplex Marine Engine Oil, including his 24 hour record established in 1925, and of course including the North American Championship above referred to.

In Rainbow VII Greening uses two Gar Wood Liberty engines and by increasing the compression to a ratio of 6.5 to 1 he secures 550 horse power from each engine. The service on the oil is threfore just that much harder. A further idea of what the lubricant is called upon to do in Rainbow VII may be gathered from a brief analysis of Greening's new 12 hour record.

In that run his boat averaged, including stops at the base for gasoline and to change crews, better than sixty miles an hour. Her actual running average was better than 63 miles per hour, and on one lap she averaged seventy miles for the full lap. Such speeds as this call for maximum engine performance, and call for it for twelve consecutive hours. Her engines get no chance to cool down, no chance to ease off. There are no heats, no rests. The average time at the dock to change crews and gas up was just a few seconds over two minutes, and even then her engines were kept running.

(*Continued on page 78*)

Advertising index will be found on 3rd last page

Another Year of Continuous TRIUMPH

EVERY regatta sees new glory added to the already famous Chris-Craft name. East, west, north and south, Chris-Craft's supremacy is annually proven.

This year Chris-Craft entries have swept the field at every important regatta, both in America and abroad. At Newport, Detroit (Harmsworth), Red Bank (Gold Cup), Washington (President's Cup), at home and abroad, Chris-Craft boats have won every standard runabout event entered.

Win with the winner! Drive a Chris-Craft! Enjoy the thrill and practical convenience of modern water travel at its best! There are 18 beautiful models from which to make your selection. See your Chris-Craft merchant, or write for illustrated catalog.

Chris Smith & Sons Boat Co., 393 Detroit Road, Algonac, Mich.
New York Branch: 1 West 52nd St., at 5th Ave.

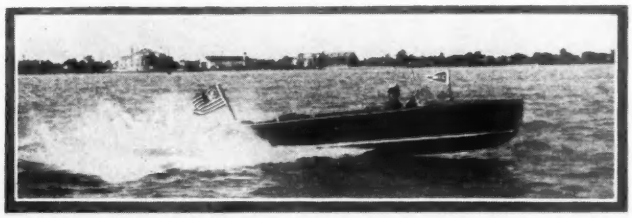
Chris-Craft

World's Largest Builders of All-Mahogany Motor Boats

1929 CHRIS-CRAFT VICTORIES

Bournemouth - England
Broad Channel, New York
Brussels - - - Belgium
Camden - - - - Maine
Charlevoix - - Michigan
Cincinnati - - - - Ohio
Cleveland - - - - Ohio
Detroit - - - - Michigan
(Harmsworth Trophy)
Elk Rapids - - Michigan
Glasgow - - - Scotland
Greenville - - - Maine
Houston - - - - - Texas
Lake Minnetonka, Minn.
Longport - - New Jersey
Meadowmere, Long Island
Moosehead Lake - Maine
Muskegon - - Michigan
Newport - Rhode Island
(Newport)
Ocean City - New Jersey
Ogontz - - - - - Maine
Oneida Lake - New York
Put-In-Bay - - - - Ohio
Red Bank - New Jersey
(Gold Cup)
Sandusky - - - - - Ohio
San Francisco - California
Santa Barbara - California
Seine - - - - - France
Southampton - England
Spring Lake - - Michigan
St. Michaels - Maryland
Tacony, Philadelphia, Pa.
Toledo - - - - - - Ohio
Torresdale, Pennsylvania
Walloon Lake, Michigan
Washington - - - D. C.
(President's Cup)
Weirs - - - - - - - N. H.
(Lake Winnipesaukee)
Westport - - - New York
Wintham - - Belgium
Wythe - - - - England

UNIVERSALS



FIRST
SECOND
THIRD

1

"Sea Rip," Dodge Sport Model, equipped with Universal motor, owned by Mrs. Cutler.

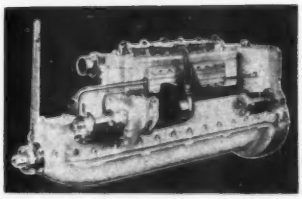
2

"Snooks," Dodge Sport Model, powered with Universal motor, owned by Benj. Fink

3

"Jubilee," Dodge Sport Model, equipped with Universal motor, owned by Deering.

AT THE GOLD CUP RACES IN THE 22-FOOT AND UNDER RUNABOUT CLASS



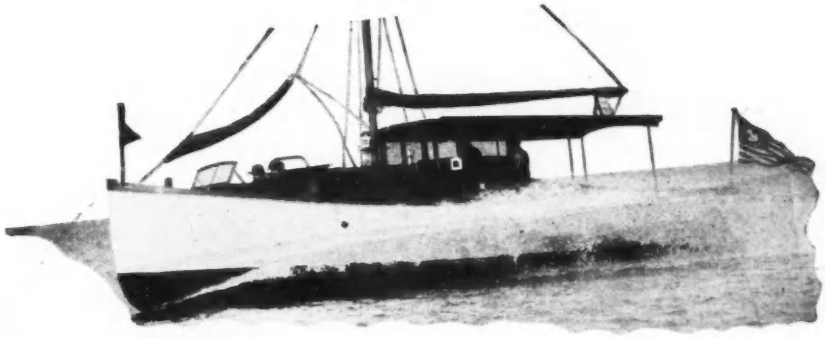
This sweeping victory for Universal is emphatic testimony of Universal pep, Universal stamina, and Universal dependability. The Universal Six-85 is not a racing motor; it is an all-purpose, reliable marine motor for all-round marine use — but if it's speed you want, you'll find plenty of it under the sleek stream-lines of every Universal motor.

UNIVERSAL MOTOR COMPANY Dept. MBG-11 **Oshkosh, Wisconsin**
New York Showroom: 44 Warren Street
London Showroom: 22 George Street, Hanover Square West

Universal MOTOR CO.

NOT CONNECTED WITH ANY OTHER FIRM USING THE NAME "UNIVERSAL"

UNIVERSAL MARINE MOTORS



Something New!

Universal Auxiliary for Cruisers

The Mathews "38" Sport Cruiser is one of the new cruisers now available with a Universal Flexifour as auxiliary power. Here, at last, is real safety and smooth, slow speed for cruisers.

Safety. In case of failure in your big engine, or if you run low on gasoline, the Universal Auxiliary will always get you into harbor safely—it will usually run twice as far on a gallon of gasoline as a large, high powered motor.

Trolling. Quiet, easy operation from a snail's pace up to 7 or 8 miles per hour. No stalling or dying of the motor. And, of course, extremely low operating costs.

Maneuvering. Just the thing for nosing around a harbor full of shoals, for creeping into your berth in a crowded place, and for easing up to docks without danger of losing control through motor dying.

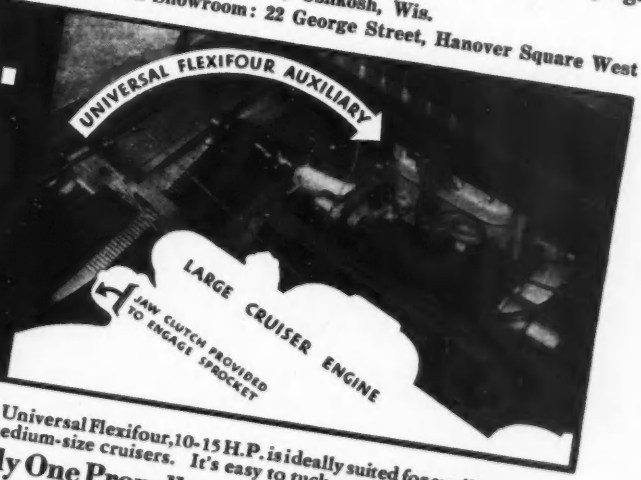
UNIVERSAL MOTOR COMPANY, Dept. MBG-11, Oshkosh, Wis.

New York Showroom: 44 Warren Street

London Showroom: 22 George Street, Hanover Square West

FLEXI-FOUR

Universal



Not connected with any other firm using the name "Universal"

UNIVERSAL MARINE MOTORS

SINGLE, FLEXIFOUR, SUPERFOUR
SIX-75, EIGHT-110

The Universal Flexifour, 10-15 H.P. is ideally suited for auxiliary power in medium-size cruisers. It's easy to tuck away in any engine room.

Only One Propeller. And only one shaft. Auxiliary is permanently connected to main shaft with silent chain. Proper reduction ratio is provided by size of sprockets—thus you can use nearly any propeller size.

To Start Auxiliary. Just shut off the big motor, press starter button for the auxiliary, and throw in jaw clutch to engage chain sprocket on main shaft.

For Any Size Boat. Large enough for auxiliary power, there is the right size Universal motor, light in weight, compact, and dependable.

Send for Our New Catalog

Is your magneto a good sailor?

WE ASK the question in all earnestness. Because it *is* serious if water or dampness puts a magneto out of business, when you are out for a holiday on the good old boat.

Our advice is sound, even though it's selfish. Be sure you start out with the one magneto that is proof against water and dampness. The magneto designed so that water simply cannot penetrate its interior mechan sm. The magneto that will keep on feeding the same Super-Energy spark even if you were accidently to play a hose on it. The magneto that eliminates the need for old fashioned protective covers.

It is the Robert Bosch Super-Energy Magneto. It probably needs no introduction to you because you probably know that Robert Bosch Magnetos have enjoyed leadership for 42 years. The Super-Energy Magneto is merely the "modern edition". And here are a few of its advances in design that make it modern:

Waterproof construction . . . ball bearings that are permanently lubricated . . . more energy than any other magneto of equal size . . . a distributor plate which is fitted tight to the magneto frame so that water cannot enter . . . a rugged one-piece frame, etc., etc.

It's a good sailor, this Super-Energy Magneto . . . a mighty good sailor. Write for full information, and for free booklet: "Ignition Briefly Described".

ROBERT BOSCH MAGNETO CO., Inc.
3603C Queens Blvd., Long Island City, N.Y.

Only Robert Bosch Super-Energy Magnetos are Original-Bosch Magnetos. For your protection look for full name "Robert Bosch" and this trademark: . . . . . .

ROBERT BOSCH
Super-Energy
Magneto

The Original Bosch
ROBERT BOSCH PRODUCTS

Miss England Wins at Venice

(*Continued from page 33*)

and a quarter in length and Miss England drew steadily away and opened up on all of the boats on this straightaway. After another quarter of a mile had been covered, Miss America VII struck a wave at full speed and bounced 15 feet in the air throwing Orlin Johnson and Phil Wood at least 30 feet in the air. She then came down with a tremendous crash, with the side planking and bottom smashed in, shot off to starboard, off the course and foundered. The crew of Miss America VII was picked out of the water by Vance Smith, a member of the crew of Miss America V which immediately retired from the race and went to the assistance of number VII. This race was declared void owing to the International ruling prevailing in Europe which states that in the event of an accident and in the event of any boat leaving the course to go to the assisance of the damaged boat, the race must be run again. Accordingly the two heats were run off on the following day, one in the morning at eleven and the finals at four o'clock in the afternoon. Miss England won the first from Miss America V at an average speed of 68.040 miles per hour over the 20 kilometers and in the afternoon she also won at an average speed of 70.64 miles per hour, over 30 kilometers over which distance the final was run. Miss America V lost her starboard wheel and shaft in the afternoon's race.

The fastest lap made by Miss England was at the rate of 79.14 miles per hour in the morning's race.

The water during the two heats was considerably rougher than that at Detroit or Miami Beach where Miss America was previously run. There was a long ground swell running in from the Adriatic which caused the boats to leave the water for many feet at a stretch and jump into the air in a most uncomfortable manner.

In the Venice races, Miss England proved that she was a faster craft than Miss America VII, by averaging a higher speed in the nautical mile trials, as well as passing Miss America VII on a straightaway when both boats were reported to be running at their maximum. Miss England proved she was a seaworthy boat and was able to turn at full speed in a manner which has never been witnessed before.

Miss England was powered with one 950 horsepower Napier motor, the motor being taken from Major Segrave's racing car, Golden Arrow. The hull is the same one which was raced last winter at Miami Beach and while it is comparatively lightly built, yet it is properly designed and has demonstrated that a single screw motor in a light, yet properly designed hull can give a heavier boat with twice the power a real race.

A Test of Endurance

(*Continued from page 74*)

No harder test on oil could be imagined or devised. Such a test is practical, actual. It is in itself the essence of practice, not theory. Such a test Commodore Greening gave Duplex Marine Engine Oil in 1925 in his 24 hour run and now again he has given it a still harder test.

Greening's own opinion of Duplex Marine Engine Oil may best be summed up in his own words shortly after the conclusion of the new 12 hour world's record: "I used Duplex Marine Engine Oil with perfect results four years ago. I have found it giving perfect results ever since. It gave me perfect results in my new 12 hour world's record. My opinion of the oil is therefore summed up in my action in using it for four years."

Commodore Greening's faith in Duplex Marine Engine Oil confirms the opinion of Gar Wood, who has used it for many years, and who drove with it to victory again this year in defending the Harmsworth Trophy at Detroit on Labor Day. Wood and Greening are the two outstanding racing figures in the world of motor boating and their action in using Duplex Marine Engine Oil year after year speaks for itself.

OIL RING SAVES OIL

Recently The American Hammered Piston Ring Company of Baltimore, Maryland, introduced a Double Vent Oil Ring designed for use in high speed motors or where excessive oil consumption occurs.

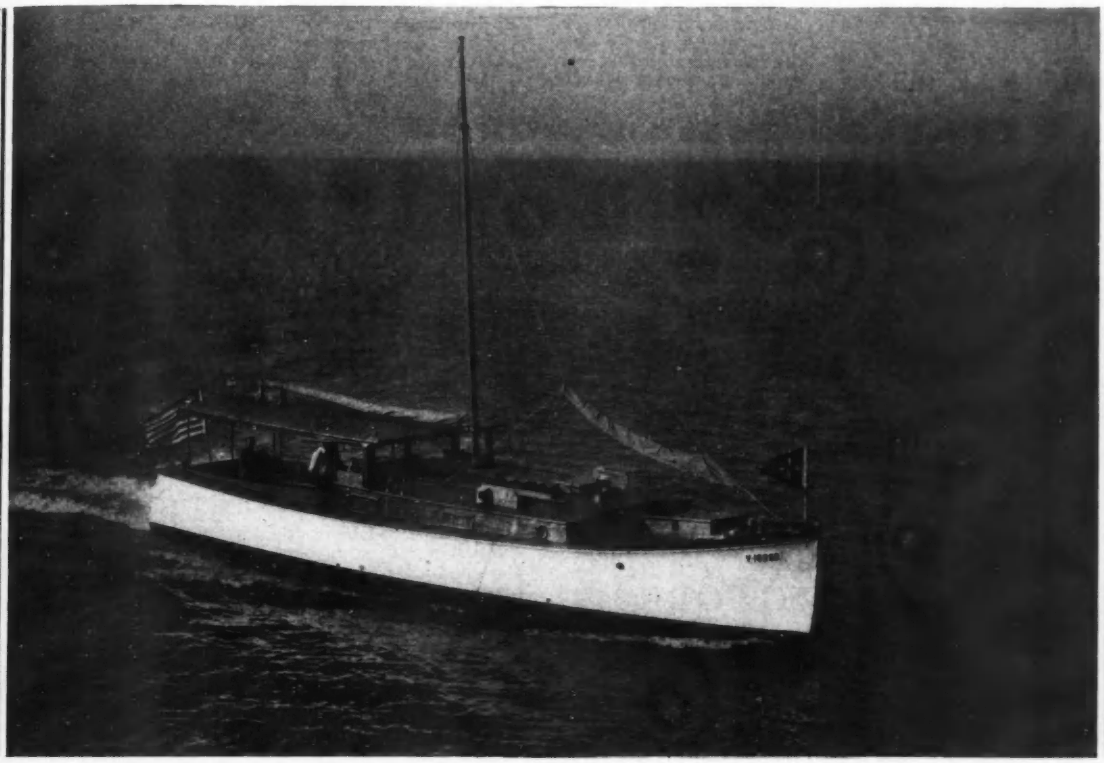
The Double Vent Oil Ring is hammered to obtain uniform and lasting tension, while a series of parallel slots are cut through the ring to permit the draining of excessive oil back to the crankcase.

Double drainage has been combined with great strength by designing the slots with rounded corners.

The ring is installed in the lowest groove on the piston except when there is a groove on the skirt of the piston and then it is installed in the groove directly above the piston pin.

Advertising index will be found on 3rd last page

THE NEW 1930 MATTHEWS CRUISERS



The New 1930 Matthews Cruisers so fully cover every demand, that it is now more than ever true that "There is a Matthews Stock Cruiser for every cruising requirement."

So adequately, in fact, do the New Series Matthews fulfill every cruising need, that many of the most critical boat-buyers are showing a preference for Matthews in comparison with other cruisers at two to three times the price.

The new Matthews "46", for instance, in which all models of the "Famous Family Matthews 38" are now duplicated, presents such luxury of accommodations, such adequacy and variety of arrangement, as have heretofore been thought possible only in much larger and more expensive craft. And the Matthews "46" offers, too, the obvious advantage of one-man operation by owner; or, if desired, by crew, for which ample separate quarters are provided.

Your inspection will reveal not only the wide latitude of choice afforded by 10 models and 24 distinct arrangements in the famed Matthews "38" and "46" hulls, but also the forethought displayed for your comfort and convenience.

Due deference has been paid to the feminine taste for refinement and niceties in interior finish and finishings, to which the men in the party, too, are no less susceptible in hours of relaxation, but without sacrificing in any degree the usable character of these versatile craft for whatever sport or cruising requirement may be on the program for the day—the week—or the long protracted cruise.

And, while money saving may be farthest from your mind when utter comfort and enjoyment for yourself, family and friends are at stake—it is indeed a satisfaction to know that Matthews Cruisers are "the most boat for the money"—a statement we shall gladly leave to your own good judgment to confirm.

So—see the New 1930 Matthews Cruisers now on show-room display. The New Series includes Single-Cabin Cruisers, Double-Cabin Cruisers, Day Cruisers, Sport Cruisers and the new De Luxe Double-Cabin Sport Cruiser, capable, if speed is an object, of engine installations for more than 30 miles per hour.

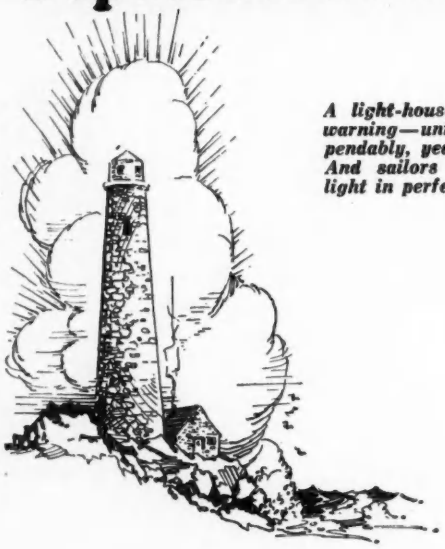
Or, write for literature.

THE MATTHEWS COMPANY · PORT CLINTON, OHIO

Designers and Builders of Boats of Distinction . . . Since 1890

SALES AND SERVICE—Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston . . . Bruns-Kimball & Co., Cor. 5th Ave. and 15th St., New York City . . . Wm. V. Masson, 421 Munsey Bldg., Baltimore . . . Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland . . . Belle Isle Boat and Engine Co., 8777 E. Jefferson Ave., Detroit . . . J. A. Scarlett, 436 Eas 2nd St., Cincinnati . . . Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill. . . . R. Sealy, Commerce Bldg., Galveston . . . Robert V. Staats, Inc., 675 So. Park View, Los Angeles . . . Boardman & Flower, 1740 Van Ness Ave., San Francisco.

Dependability



A light-house flashes its warning—unfailingly—dependably, year after year. And sailors rely on the light in perfect confidence.

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

MARINE MOTORS

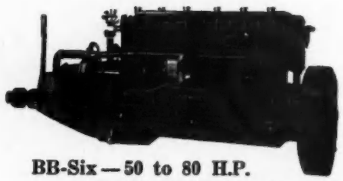
The dependability of Red Wing "Thorobred" marine motors has been firmly established for 28 years. The reputation has been built upon a long record of reliable service under every condition. Each one of the eighteen sizes of the "Thorobred" will live up to this high standard of dependability, and earn your confidence.

18 Thorobred Sizes

4 to 150 H.P.

—

Write for Catalog



BB-Six—50 to 80 H.P.

Compact, silent and smooth running, this husky "Thorobred" represents the last word in fine marine motor construction. Built from the finest materials obtainable.

RED WING MOTOR CO.

RED WING, MINN., U. S. A.

EASTERN DISTRIBUTORS:

W. H. Moreton Corp., 1043 Commonwealth Ave., Boston.
W. E. Gerhenaur Mfg. Co., 631 Arch St., Philadelphia.
Verrier, Eddy Co., 201 East 12th St., New York City.
F. B. Eisenbrandt, Foot of Light St., Baltimore, Md.
L. L. Trieb, Foot of 7th St., Watervliet, N. Y.

Caribbean Blue

(*Continued from page 37*)

Roo, Mexico. When it appeared that the Indian potentate was not likely to give me much in return, I decided to keep the gun, especially as my own double-barreled Ithaca had been left at the American Chicle Company's post on the beach at Tancah. But the barrel of this gun was loose, and otherwise it was so obviously in the last stages of decrepitude that I had not yet dared to fire it. Austin bravely offered to do so in the interests of science, but because of my regard for those very interests I dared not let him risk his life. The dilemma was solved when I "permitted" the unsuspecting cook, to whom we had already taken a hearty dislike, to discharge the villainous old piece of gas pipe at a floating bottle—while we stood well away from the experimenter. Nothing happened, either to the gun or to the experimenter, or to the bottle. So I mounted the house top beside Austin and took the gun in hand, with fewer misgivings as to personal safety but with little confidence of bagging anything.

This estimate of the possibilities proved well taken. We had not been on the housetop two minutes before Austin cried:

"There's one on your side, shoot!"

I saw a brownish bird, about the size of a leghorn hen, standing on the steep mudbank on my side of the river under some overhanging brush. Trying to allow for the speed of the boat, which was here not more than five miles an hour, I pulled the trigger of the old gaspipe.

Above the bird there was a spatter of twigs and mud. The rail took two deliberate, almost majestic steps, then, as I was working another cartridge into the barrel, ran daintily out of sight into the brush.

"Too high," observed Austin, while I heard the cook snickering below us.

I had to suffer my shame alone only a second, for the next instant we spotted a rail on Austin's side. It was standing as still as mine had been, graciously waiting to be murdered. At the first pop from my companion's twenty gauge it ran a few steps, but after the second one it merely walked sedately behind a tree, obviously unhurt.

"Holy Mackerel!" exclaimer the naturalist, "what's the matter with me?"

"Shooting too high," I explained condescendingly, "you must hold lower."

When I missed again a minute later the irreverant youth nearly fell off the boat in his laughter.

"You are guilty of serious disrespect to the leader of the expedition," I declared.

"What you need, Greg, is hair of the dog that bit you," he suggested between chuckles. "Wonder if there's any of that Black and White left?"

"Someone swiped the last bottle while we were in jail last night," explained Thompson, who had climbed on to the housetop behind us to observe the farcial cannonade.

"You mean, while you were in jail," said Austin sweetly.

"Never again will I fight for a couple of worthless Yanks," remarked the archaeologist, who is British.

"It'll get you into less trouble than fighting against 'em," came back the naturalist. They were off again in a Limey-Yankee argument, such as occupied about half of their waking hours while they were together. It was interrupted by Austin missing another rail.

But after this, his third miss, he began to hit them. Seeing this, I put down the rickety twelve gauge. The Canada kept stopping while negroes waded ashore after the dead birds.

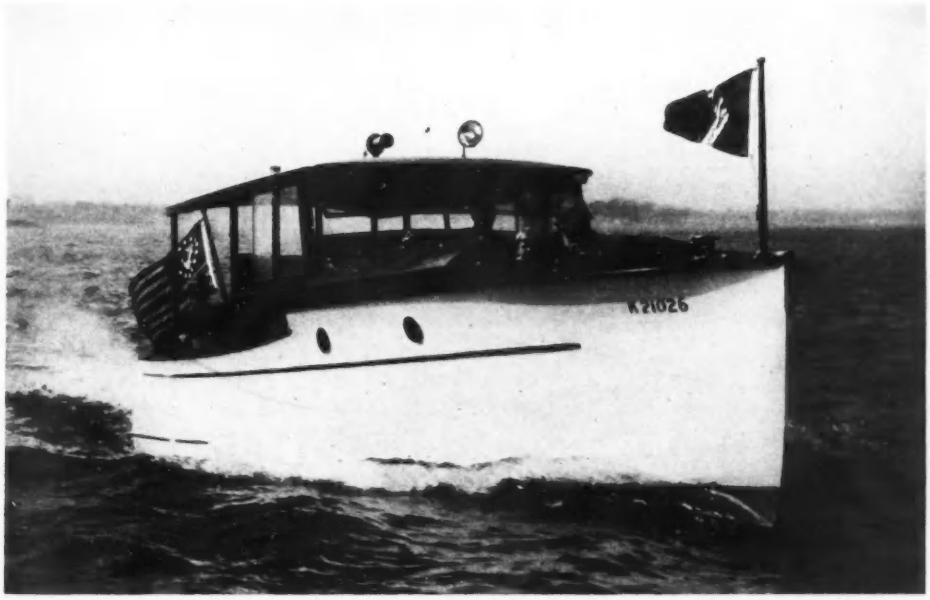
Austin began measuring them when he had killed enough. He was quite elated with the possibility that he had a new subspecies when the first bird proved to have wings distinctly longer than the average in previously recorded species. But alas, this peculiarity was not found in the other specimens which he had shot, and the pleasant theory of a new subspecies seemed untenable.

There was a great deal of bamboo along the bank, with larger trees behind it. But every two or three miles we would come upon a clearing on a high bank with five or six thatched huts, or even board shanties. The occupants were always negroes, who have driven the Indians back into the remoter parts of British Honduras. The story of the gradual conquest of the labor centers of Central America by the negro at the expense of the Indian or Indian-Spanish worker is interesting. It might be considered tragic, except that the Indian seems to have little desire to come into contact with white men, and scatters his huts remotely through the thick bush as a general rule, although there are some compact Indian settlements which tax collectors, priests, and other agents of white rule succeed in visiting occasionally to distribute the blessings of white civilization. One of the worst effects of these contacts is that the Indians have

(*Continued on page 86*)

ELCO *Boating*

PUBLISHED MONTH TO MONTH BY THE ELCO WORKS, BAYONNE, N. J. . . . NOVEMBER, 1929

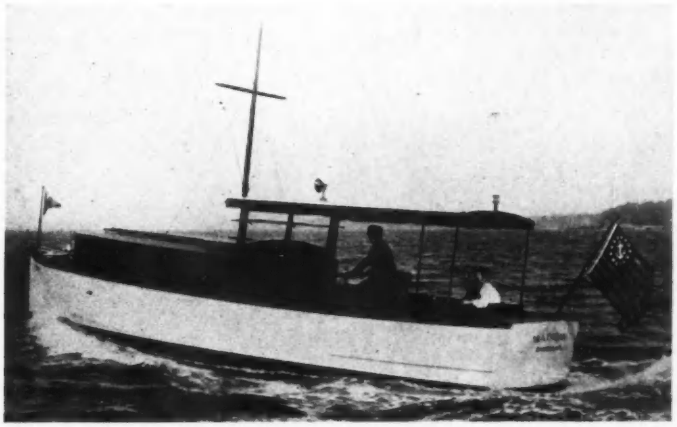


Coming out of the mouth of the bay was a new Veedette

A PHOTOGRAPHIC CRUISE

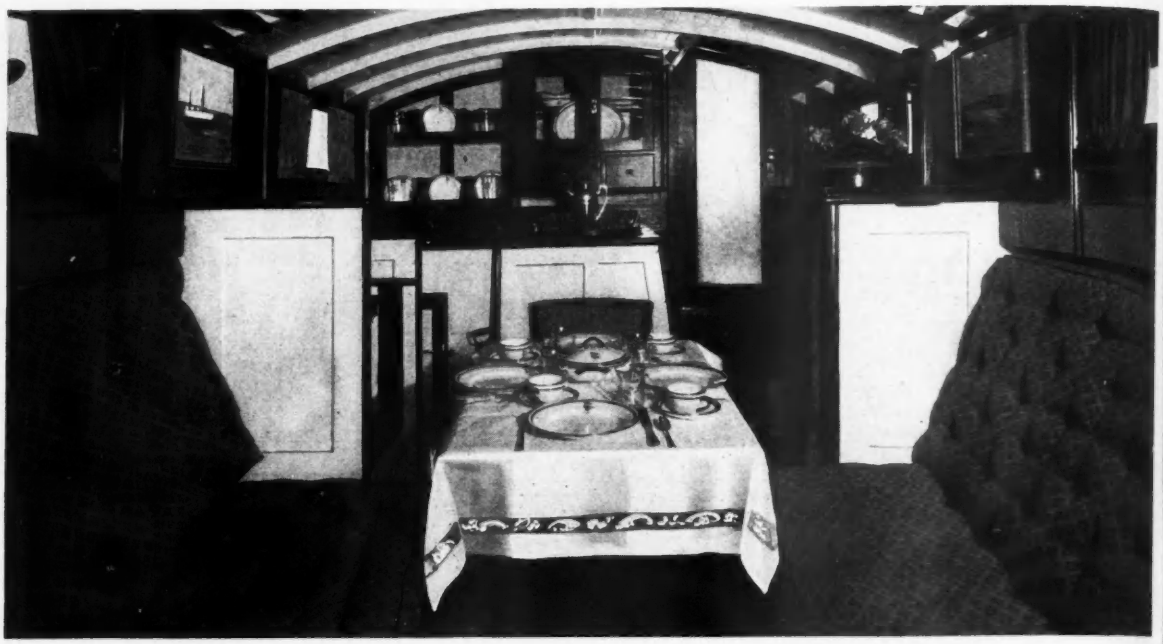
NOT long ago, on overhauling the files of photographs of Elco boats, it was realized that most of the pictures had been taken on the drab waters of Newark Bay just off the plant, and that very few showed the boats actually in use in their home waters. After all, the *pleasure* of boating is what every builder is selling to the public rather than just a fabric of wood and metal, and it is this enjoyment of the water on Elco boats that we wish to show pictorially. Accordingly, Morris Rosenfeld, marine photographer *par excellence* was called upon, and with one of the staff of Port Elco on board, the FOTO, Rosy's boat, swung down the Sound looking for subjects.

The first logical hunting ground was the anchorage of the Bayside Yacht Club in Little Neck Bay, known to be swarming with Elco boats. Coming out of the mouth of the Bay was a new Veedette, off for the afternoon with the family aboard, perhaps after snappers on the ledges of Sands Point. In the harbor were many Elcos, but being midweek, only one was under way. She was the Cruisette "MATAPAN," a new boat this year, whose genial owner is well known in the Bayside fleet, and a frequent visitor to Lloyd's Harbor of a weekend.



The Cruisette "Matapan," a new boat this year

The course next



The comfort of your home—*Afloat*

In this congenial cabin aboard the Elco *Cruisette* you will find roominess and convenience far beyond your expectations of a 34-foot boat. Here are soft, cushioned seats, with deep springs. A handsome dining-table folds away when not in use. At night the backs of the seats swing up to form upper berths. Both upper and lower berths are over 6 feet long. Bedding stows behind the seat-backs in the daytime. The galley is a marvel of compactness, with two-burner oil stove. Locker space is ample. A rack for magazines hangs beneath the deck-beams. The lavatory, beside the essentials, is equipped with a yacht-closet, large mirror and medicine locker. A capacious wardrobe with dresser top adds convenience. Above it is a book rack.

In short, life in this cozy cabin has no suggestion of hardship or confinement. The pleasures of life afloat, which you know so well, are yours without sacrificing the personal comfort of your life ashore. And the thoughtful ingenuity with which the *Cruisette* cabin is planned typifies the skilful interior design that distinguishes the entire Elco Fleet.

Several Elco cruisers are now available for immediate delivery for use in Florida. Prompt inquiry is suggested. Visit Port Elco, 247 Park Avenue, at 46th Street, New York City, where Elco Boats are on permanent display. Or, address Port Elco for full particulars and Catalog MBG. (Plant and Marine Basin at Bayonne, New Jersey.)

The Elco Fleet

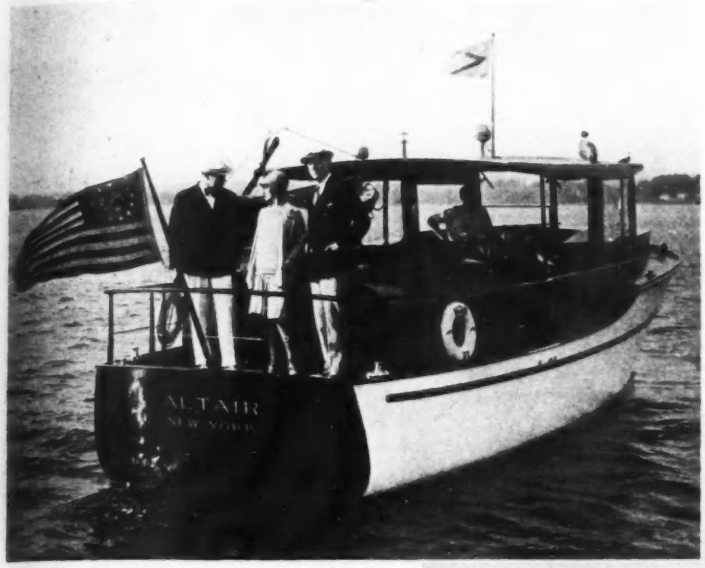
Twenty-six	$2,975
Veedette	4,875
Cruisette	5,950
Thirty-eight	10,750
Forty-two	16,500
Fifty	25,500

Elco
MOTOR BOATS

THE WATER-MARK OF QUALITY

DISTRIBUTORS IN BOSTON, CHICAGO, LOS ANGELES AND MIAMI

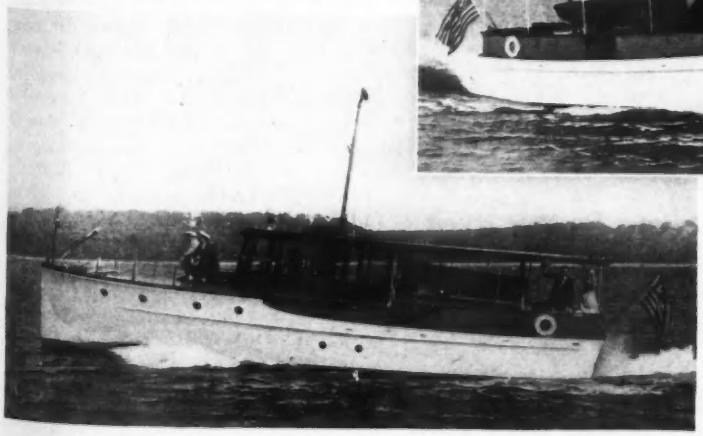
Advertising index will be found on 3rd last page



The Elco Thirty-Eight "Altair" with her party aboard and about to leave the mooring.

lay around the promontory of Great Neck into Manhasset Bay where the Elco Thirty-eight "ALTAIR" was found with her party just come aboard and about to leave the mooring. On racing days she is usually seen towing the New York Thirty BANZAI to and from the start and finish lines.

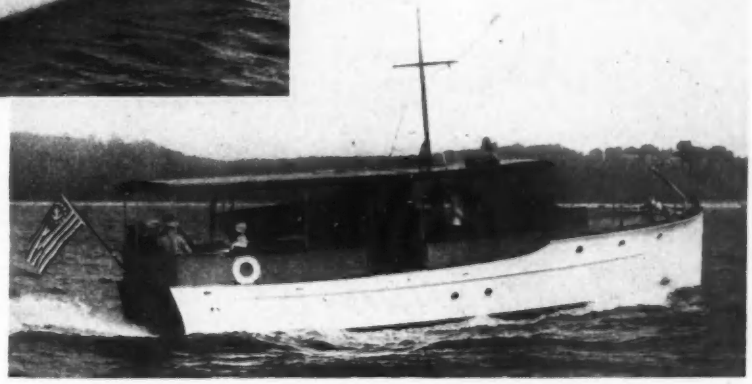
From Port Washington course was shaped for Oyster Bay and the Seawanhaka-Corinthian Yacht Club anchorage. Here were found the two twin-screw Elco Forty-Twos which have become known to the Elco organization as The Twins. They were designed and built together for two friends, both of whom had formerly owned Elco boats. They are moored side by side and frequently cruise in company. In fact, both were about to start on a joint fall cruise to the Chesapeake.



The party on "Tide," an Elco Forty-Two, gave us a cheerful hail.

The party on "TIDE" gave us a cheerful hail, while the after guard of "SPINDRIFT II" seemed so engrossed in conversation as to be oblivious to the camera pointed at them.

Farther up the Bay the Elco Fifty "STELLA POLARIS" was carrying a bathing party back from their swim. The mermaid in the bow proved a menace to navigation and almost caused a collision, but the steersman remembered he was running a boat just in time. The appearance of "STELLA POLARIS" has not been improved by the addition of a large dunnage box and what appeared to be a



The after guard of "Spindrift II," another Elco Forty-Two, seemed so engrossed in conversation as to be oblivious to the camera pointed at them

"Stella Polaris" an Elco Fifty, was carrying a bathing party back from their swim.

balsa raft covered with a tarpaulin on the deck house.

There were many other boats, far too many even to be mentioned in these two short pages. All of Rosy's plates were exposed and the sunset glow was flaming across the sky before "FOTO" retraced her course to City Island.

ELCO *Boating*

Thoroughbreds of the water-world

The Elco Thirty-eight

(illustrated above)

Wherever you see an Elco cruiser—and you will see them throughout the harbors, rivers, lakes and coastlines of the South this winter—you will recognize the qualities of the thoroughbred. And inquiry will bring from the owner reports of equivalent performance.

For Elco Standardized Motor Cruisers are made to maintain the high reputation that has been built up since 1892. Nothing is slighted in their construction that will contribute to comfort, convenience, seaworthiness and reliability. Equally rigid standards govern the building of the twenty-six footer and the luxurious Elco Fifty. In either case the purchaser owns, in the fullest sense of the word, "A Home Afloat."

The Elco Fleet

TWENTY-SIX	$2,975
VEEDETTE	4,875
CRUISETTE	5,950
Thirty-eight	$10,750
Forty-two	16,500
Fifty	25,500

Elco
MOTOR BOATS

Owner's stateroom aft, accommodating two. Spacious forward cabin, sleeping four. Comfortable bridge-deck, semi-enclosed, and unusually large deck space, providing special advantages for Florida use. After-deck well arranged for fishing. Ideal for owner operation, especially when the complete comfort of the guests is important. Exceptional cruising range. Thoroughly demonstrated sea ability. Selected white oak keel and frames. Planking of clear cedar, copper fastened. Exterior and interior trim, mahogany finish. Standard Elco construction. Two lavatories. Completely equipped galley. Amply powered by Elco six-cylinder engine, 125 H.P. Model F-62. Perfectly appointed, ready to put to sea. Priced at the low figure of $10,750.

Several Elco cruisers are now ready for immediate delivery for Southern use. But prompt inquiry is suggested. Visit Port Elco, 247 Park Avenue, at 46th Street, New York City, where Elco Boats are on permanent display. Or address Port Elco for full particulars and catalog MBG. (Plant and Marine Basin at Bayonne, New Jersey.)

DISTRIBUTORS IN BOSTON, CHICAGO, LOS ANGELES, AND MIAMI

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Gulfpride

AMERICA'S FINEST MARINE MOTOR OIL

GULFPRIDE OIL has been pronounced by several Motor Car builders as the finest lubricating oil ever offered to the public—

It gives unrivaled lubrication to all parts—contains minimum carbon content, and functions well in colder climates.

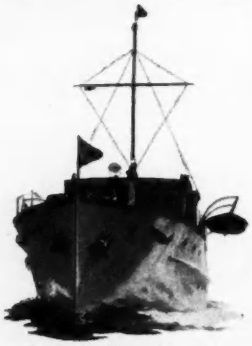
Great credit has been given GULFPRIDE OIL for its successful lubrication of the St. Louis Robin in its 420 hour endurance test.

In Marine engine lubrication, GULFPRIDE will give greater efficiency and last longer than any other oil in the world.

Sample on request

GULF REFINING COMPANY
PITTSBURGH, PA.

THE WORLD'S LIGHTEST MARINE DIESEL *by the designers of the Maybach Engines used in the* GRAF-ZEPPELIN



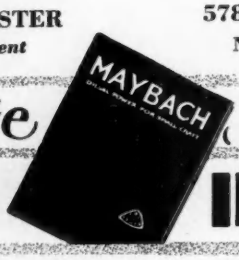
The 80-foot Moana II owned by John W. Anderson of Detroit...Powered by two 150 h. p. MAYBACH DIESELS... now concluding her second season of continuous service.

Yachtsmen who are familiar with marine motors already understand that Diesels are not only far more economical in operation than gasoline engines, but that they are the most fool-proof and fire-safe power units known. ¶ These yachtsmen will be interested to learn that the same engineering organization which designed the MAYBACH ENGINES used in the famous GRAF-ZEPPELIN now offers a series of DIESEL ENGINES which are already establishing totally new standards in the powering of motor craft throughout the world. ¶ These MAYBACH MARINE DIESELS are the lightest weight engines per horsepower: comparatively small dimensions permit installation in boats as small as 45 feet; cost of operation is about one-third that of gasoline engines of similar ratings and their many refinements including vibrationless operation, reverse reduction gear (exclusive MAYBACH Patent) and bridge control make them unquestionably the outstanding engines in their specific field. ¶ Probably not more than thirty of these engines will be available for American installation next season. If you cannot visit our New York Headquarters, write us for the MAYBACH BOOK on DIESEL ENGINES.

F. W. von MEISTER
General Agent

578 Madison Ave.
New York City

Write for



THIS BOOK

Caribbean Blue

(*Continued from page* 80)

given up most of their native arts and crafts. They still make a little crude pottery, straw hats and sandals. And in their less accessible villages they still do a little weaving, but for the most part their skill with pottery and textiles is far below what it used to be.

Friday morning the river was comparatively still and deep. At some of the negro settlements we stopped to drop small consignments of supplies from the pitpan which we towed behind us. This pitpan was a scow, upwards of four feet in beam and more than ten times as long. It was manned by a negro at a double steering paddle in the stern (that is, a paddle in each side) and by one in the bow with a long pole, who watched the towing hawser and fended the pitpan's bow off an occasional snag or rock. There are ten or a dozen river launches of the type of the Canada plying between Belize and Cayo, the head of motor navigation. They run on no regular schedule but do a considerable business, as Cayo is the port for a good deal of freight and passenger traffic, not only for the western part of British Honduras but for the great Peten District of Guatemala. Most of the chicle, or basic ingredient of chewing gum, which Peten produces is brought to Cayo on mule back and shipped down the river to Belize. During the busy season every launch is towing two or three pitpans, carrying supplies for the chicle camps upstream and gum downstream. The sap of the *sapote* tree (*achras sapota*) looks like milk when the tree is bled. This latex or sap is boiled in great caldrons until it is hard, when it is shaped into blocks or bales, and covered with burlap for shipping. This sap runs most freely during the rainy season, approximately June to December. That is the time when the river is busiest on more counts than one, the second being the fact that the mahogany men need high water to float their logs down to Belize.

It being March now, the river was quite low and fairly idle.

We sighted a clearing on a knoll to starboard, and "poked her nozzle agin the bank" till the Captain stepped ashore. A naked pickininny of his brood came running down hill to meet him and stumbling, rolled to his very feet in a spasm of giggling. The Captain lived here, and was going to wait in the bosom of his family for the Canada to pick him up on her return trip.

It seems an easy life, the Captain's. He cultivates plaintains and corn, letting the family do most of the work, which is very little, at that. Fishing and hunting is good, and there is a day or two for getting gossip and seeing the latest films in Belize between trips. Title to most of the land in the Colony rests with the Crown, but much of it can be rented at a very low figure. The Indians pay one dollar a year for land for a house site, and five dollars a year is the rental for all the land a man needs to cultivate. No blizzards or frosts, and merely keeping the bush from encroaching on the garden provides you with all the fuel you need. Little need to fear thieves or murderers, such as you may encounter if you wander out of the piece of Central America which is British. It is small wonder that some white men have adopted a life more or less similar to the Captain's, including the helpmeet of color. Doubtless it has its drawbacks, but what life hasn't?

Pretty soon we reached a run, as a rapid is called here. When we arrived at the lower end of it two of the crew waded ashore with the end of a long cable, which they made fast around a stout tree above the stretch of broken water. They returned to the boat and we took in on the cable with the capstan at the bow, for the boat's three cylinder, 22 h.p. Wolverine needed help against the tumbling brown and white water, especially as we kept bumping bottom. The pitpan was hauled close aboard, and the two blacks in her jumped overboard and pushed the Canada while two others of our complement wielded long poles to good effect. Watching these exertions from our hammocks we felt very much "the white overseer at ease," as Austin put it. But the opportunities for picturesque action photography were so tempting that we soon abandoned our superior positions to unlimber movie cameras.

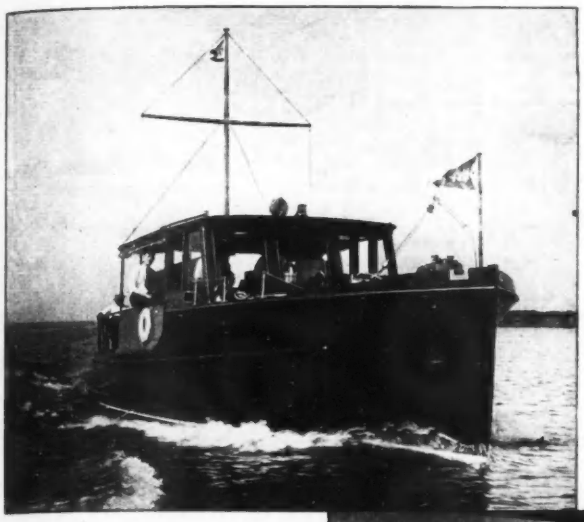
Two parrots flew overhead, screaming excitedly. They were yellowheads, the quickest to develop linguistic ability among the varieties hereabouts.

When we were about half way up the run another launch appeared above us. She was the Phoenix. She obligingly moored to the bank until we had finished the laborious ascent, for in places the channel is hardly wider than one boat. When we drew abreast of her we counted a dozen persons of both sexes and all ages and colors taking their ease in the small hammocks of the country (much smaller than those of Yucatan) or sprawling over boxes and bales in the cockpit. The fifty dollars we had put up to secure the Canada for ourselves alone seemed well invested.

Freight and passenger rates on the river vary a great deal according to the demand, and according to the state of the river.

(*Continued on page* 90)

Advertising index will be found on 3rd last page



Announcing
the New
1930 MODEL
DACHEL CARTER *Twin 45 Screw*

With new and refined lines and many new and exclusive features.

IN the 1930 Dachel-Carter bridge deck cruiser you have forty-five feet of master boat construction embodying every refinement demanded by modern yachtsmen. It is an excellent sea-boat having a beam of 11 feet, 4 inches, and staunch construction throughout. It's a safe, fast and supremely comfortable twin-screw cruiser with features found in no other yacht of its type, and at a price that is a real surprise. Accommodations consist of a roomy stateroom aft with two spacious lower berths—a forward cabin to accommodate four—a completely outfitted galley—two toilets—with commodious locker and drawers, in addition to large deck space. Everything is marked by extreme completeness and fine detail, coupled with carefully supervised workmanship and the use of selected materials. Fully enclosed bridge deck can be furnished at additional cost.

All operating controls are centered neatly on the bridge for one-man operation. Note the large mahogany wheel, Kimball engine controls, switches, unit instrument panel for two engines. White binnacle and compass. Everything within sight and easy reach of the helmsman.

One Dachel-Carter Twin-screw 45 is availab'e now for Fall delivery for use in Southern waters—subject to prior order—Wire or telephone today.

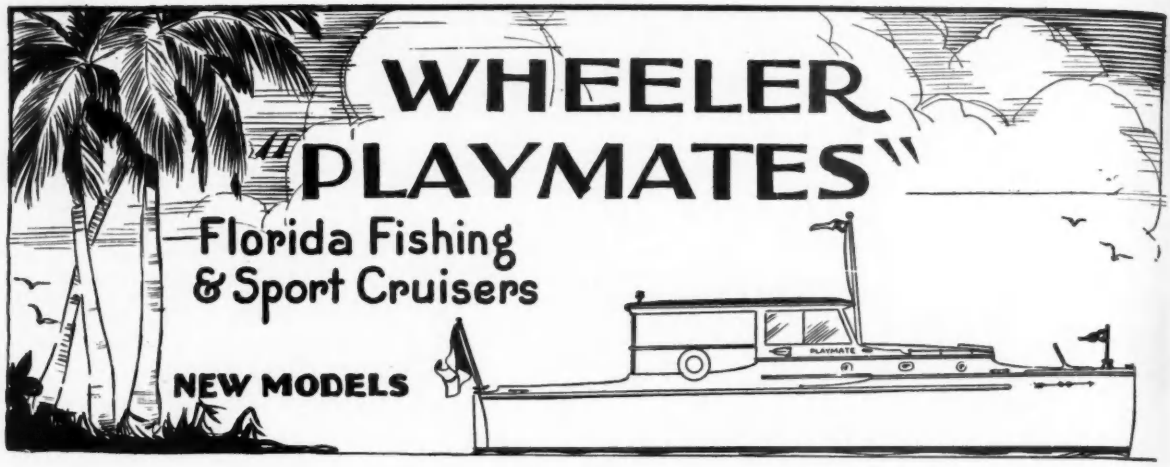
Larger cruisers up to 75 feet, custom-built to your individual requirements from our designs or your naval architect's plans.

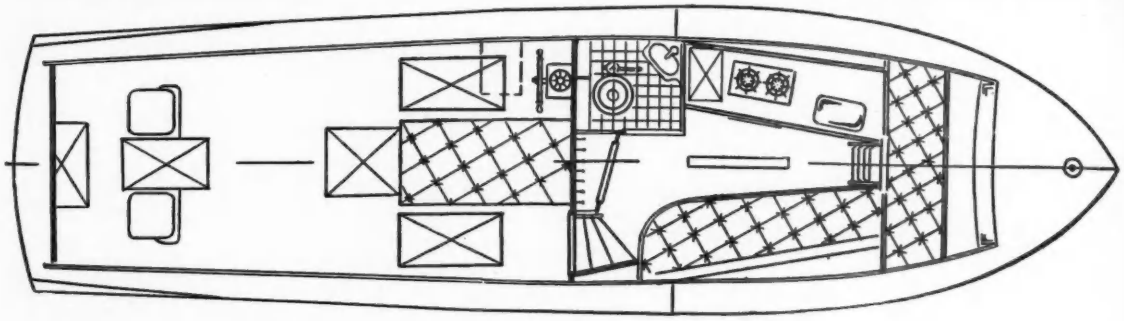
Get our prices before placing your order and see how much you can save.

Write for descriptive folder

DACHEL-CARTER BOAT CO., INC.
BENTON HARBOR MICHIGAN

Visit our Plant and Inspect these Cruisers in various stages of construction





New 33-foot Fast Fishing Cruiser—Speed 15-28 m. p. h.

For the past few years we have been cooperating with our Florida Representatives, Messrs. Couzens & Daly, at Miami, in the development of an ideal boat for the rigorous fishing requirements all along the open coast and especially in Florida. Many boats are now in the hands of the most enthusiastic owners.

With this background, we have designed the model shown above, which should fill a long felt need for an exceptionally seaworthy, fast and handy Fishing and Sport Cruiser. We can make quick delivery on boats of this type, or make rearrangements in both single and **twin-screw in five sizes from 26 feet to 40 feet. Literature and full** particulars ready.

Send for Catalog "A"

Florida Representatives
COUZENS & DALY
29 Hotel McAllister Arcade
Miami, Florida

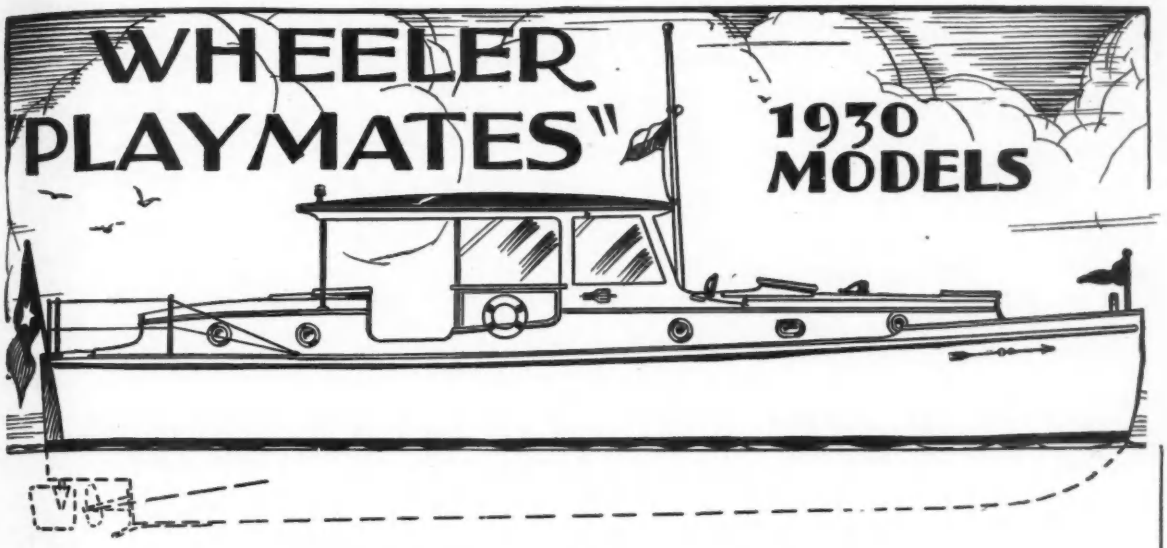
WHEELER SHIPYARD

Foot Harway Avenue
Brooklyn, N. Y.

Tel.: MAYflower 7600

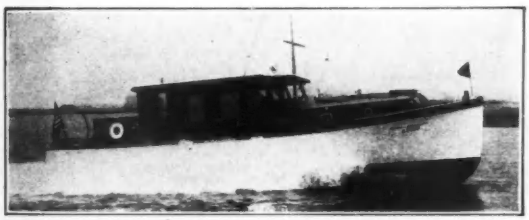
Advertising index will be found on 3rd last page

WHEELER "PLAYMATES" 1930 MODELS



New 40-foot "Playmate" Senior

To fill the demand for larger "PLAYMATES," we have added this new model to our line of products. Latest in equipment throughout, essentially fast and a thorough seagoing Cruiser. This new boat will be available in single and double cabin and combination Sedan arrangements. Building facilities will be limited on this model, which necessitates quick action in order to assure early delivery. Immediate delivery on one double cabin, 18-mile boat powered with Sterling Petrel. Price $10,750.00.



36-foot COMBINATION SEDAN

36-foot DOUBLE CABIN

1930 MODELS

39'11' x 11' — Single, Sedan & Double Cabin Models
36' x 10' — Single, Sedan & Double Cabin Models
33' x 9'6" — Single & Double Cabin & Sport Models
29' x 9'3" — Single & Short Cabin & Sedan Models
26' x 8'2" — Single & Short Cabin & Sedan Models

$2,500.00 — $12,750.00

We wish to urge the boat-buying public that in order to keep our efficient organization intact and to carry on our constant program of development and improvement in our products, we must have our orders entered as soon as possible to assure you early Spring delivery. *Don't wait for the Boat Show before buying.* You know now what you want. And don't go into Winter quarters until you have settled the important question of your next Summer's "PLAYMATE." *Do it now!* TRADES & TERMS.

WHEELER SHIPYARD

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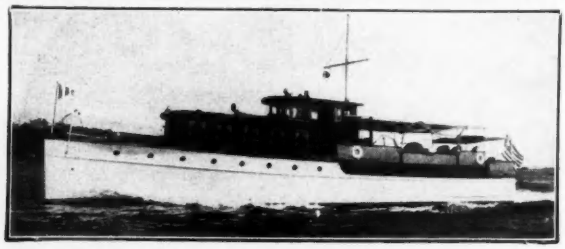
Brooklyn, N. Y.

Tel.: MAYflower 7600



Designed and built by us for Mr. L. H. Austin, of New York City

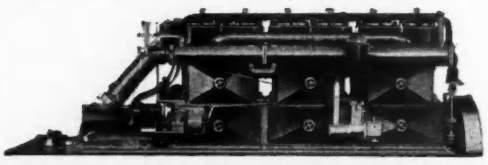
77-ft. CRUISER
(16-foot Beam)

STANDARDIZED

This beautiful, perfectly appointed *standardized* Cruiser, originally built according to a private order, is one of the most perfect specimens of marine craftsmanship ever turned out by any shipbuilding company. It is of rugged construction, absolutely seaworthy, dependable under all conditions, and has a sweep and grace of line that is irresistible. Powered with either Gasoline or Diesel Motor.

The owner's quarters consist of two double and two single staterooms with two bathrooms. Combination dining and living room. Large deck house. Pilot house with Captain's stateroom adjoining. Galley, running full width of ship, with quarters forward for crew of four. Frigidaire ice machine. Decatur pressure water system. 110-volt electric generator, bilge pump and other up-to-the-minute improvements. Equipped with a 15-foot tender and 12-foot dinghy. Electric anchor windlass.

We have two of these Cruisers ready for Spring delivery. Order should be placed *now* to avoid delay. Write for complete details and interior views.



20th Century Marine Motors

are manufactured by our organization and are used in all our standardized boats. Two models: 4- and 6-cylinder, 60 and 100 h.p. Right and Left Hand.

The NEW YORK
Yacht, Launch & Engine Co.
Morris Heights, New York City

Caribbean Blue

(*Continued from page* 86)

With the demand equal, rates will vary inversely with the state of the stream, low water meaning high rates, because of just the sort of bumping our boat had been taking through the run.

During the rest of the trip the tendency of the water was shallower and faster, with runs occurring more and more frequently until we reached Cayo. Just to think of the old days, when pitpans were paddled and poled the whole distance, gives one a great admiration for the river men of those times. The negro is sometimes considered lazy, but the black boys on these river boats all work like beavers, and well earn the rum which they look forward to finding at the top or the bottom of the river, as the case may be.

Except for the rails we saw few birds which Austin thought worth the price of a cartridge. There were many herons, but only the common bluish-green or white ones. Occasionally there flew overhead a gorgeously colored billbird, or toucan, looking like a bird following a beak. Now and then a teal or two would flutter out of the water and whirr upstream.

We came to a big sandbar and ran our nose into it. While the white men swam the colored looked through the sand for eggs of the iguana, which are considered a great delicacy. Although tracks of this lizard were everywhere, and although we shot one, which was lost in the river, no eggs were found.

Friday evening we battled the current and shoals until midnight, and then moored to the overhanging limb of a tree. The night was perceptibly cooler than nights in Belize had been, and Austin, whose hammock was above mine, kept poking his foot into my face as he wriggled around trying to keep his blanket about him.

All day Saturday we battled against shallow water coursing through one run after another. The boat's bottom constantly scraped over rocks, even after we had moved most of our personal luggage from the Canada into the pitpan. Most of the time two negroes were at the poles, and two or three others wading alongside, sweat pouring down their faces as they strained to push and pull her over the rocks. At first this proceeding seemed astounding, but constant repetition made it appear almost ridiculous. I began to pinch myself to see if all was real. This was not navigation, it was levitation.

"The river's falling fast," observed the mate, now in command.

"Can you get to Cayo?"

"Sho', we's brought her up wid de water shoaler dan dis."

"You must have greased her bottom then, or used a shoehorn."

At twilight we reached the bottom of Duck Run, the last run from Belize to Cayo, and the worst. We made fast to a tree while all hands had supper to prepare them for the struggle.

After a thirty minute repast and rest two black boys borrowed my flashlight and crawled two hundred feet up the bank to make fast the business end of our hawser to a tree. When they had returned the battle began.

The engine sounded as if it were hammering its heart out. Thick fumes filled the cockpit. We went ahead a little, shelved up onto a flat rock and stopped. Poles pushed us off sideways, the current swept us back ten feet, then we turned on it and went ahead fifteen, where another rock stopped us. Mahogany logs stranded a few feet off each of the Canada's bows showed how narrow was the so-called channel here. But after five minutes—filled with profanity—we got through this opening, only to find another just as difficult. And then another.

At last I saw a flickering light way ahead. The mate said it was a torch in a canoe hunting river dogs, and that meant deep water. When we drew out of the villainous rapids and near the canoe we startled its occupants with the vigor of our hails. Cayo was close at hand.

River dogs are a kind of otter, prized hereabouts for flesh as well as hides.

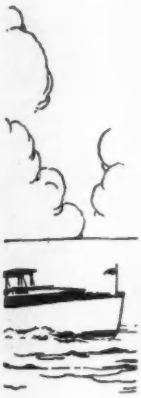
A little further on was another light, a second, a third, quite a little cluster of them. The lights of Cayo. A mangy, half built, disreputable frontier town it turned out to be, but the lights of Paris could not have looked better to us.

Another boat lay against the little concrete quay and we had to go ashore across her. Cayo seemed more deserted than the hour warranted. John Ross, *chiclero* and eminent citizen of the place, whom we encountered on the street, explained that nearly everyone had gone to the fiesta in the nearby Indian village of Succots. This fiesta, an annual affair which lasts a week and is marked by almost universal male drunkenness and some female, is a combination of the celebration of the Roman Catholic Saint Joseph's Day and an ancient Maya ceremony called "bringing in the ceiba tree." The ceiba, or cottonwood tree, was held sacred by the Mayas. The manner in which this piece of the American religion has become mixed with the ritual of the conquerors is typical of the pathetically mixed state of the modern Indian in religion, customs, economic life—everything.

(*Continued on page* 94)

Advertising index will be found on 3rd last page

THE 1930 LINE NOW HERE!

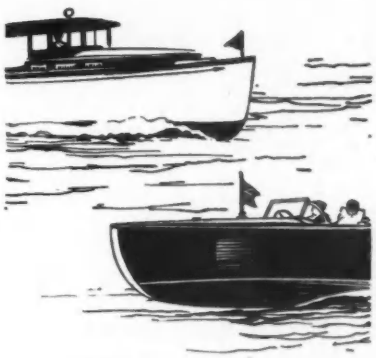


A Challenge

... to the man who loves boats and longs to take the wheel of his own craft and feel the thrill of the crested wave... to explore new shores... to escape the imperative call of the telephone... the dust and din of the city.

... a challenge to come to the Bruns Kimball Anchorage on Fifth Avenue at the corner of 15th Street in New York City to see the finest display of boats and engines... the 1930 line now ready for your inspection... at the largest motor boat showroom in the industry.

Special reductions on orders placed this month for spring delivery. Time payment plan if desired. Open Saturday afternoons or evenings by appointment.



MATTHEWS CRUISERS
38′ and 46′—$6850 and up

RICHARDSON CRUISERS
Single and Double Cabin
$3585 Single—$4185 Double

HACKER RUNABOUTS
24′ to 38′—$3150 and up

STERLING ENGINES
12 to 565 H.P.

KERMATH ENGINES
3 to 200 H.P.

Guaranteed rebuilt engines of all makes and sizes

The Bruns Kimball *Anchorage*

FIFTH AVENUE, Corner 15th St., NEW YORK
Telephone: Algonquin 0800

BANFIELDS

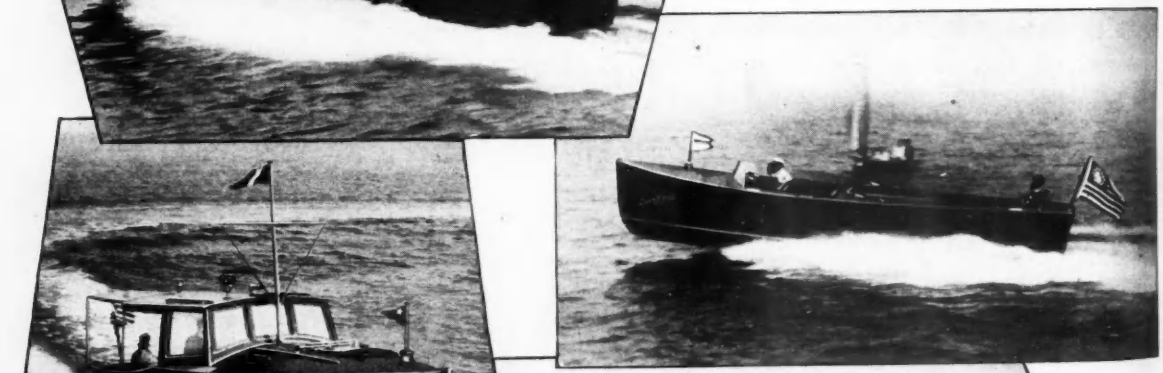
Monarch of the

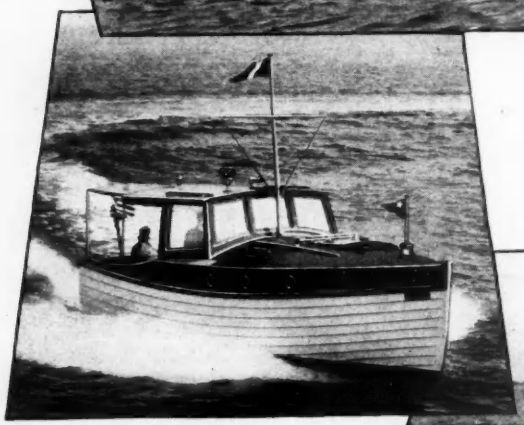
8 MODELS for 1930

Runabouts and Cruisers

The Banfield "32" Runabout has a seating capacity for fifteen and speeds up 33 M.P.H. with Kermath or Sterling 200 H.P. engine.

The Banfield "26" Runabout has a speed of 35-38 M.P.H. with 200 H.P. Kermath or Sterling engine, and 22-25 M.P.H. with 106 H.P. Chrysler engine.





Banfield "32" standard cruiser has a speed of 28-30 M.P.H. with 200 H.P. Kermath or Sterling engine, and 20-22 M.P.H. with 106 H.P. Chrysler engine. Single or double cabin.

Banfield "32" De Luxe cruiser with forward cockpit. Speeds 28-30 M.P.H. with 200 H.P. Kermath or Sterling engine, and 20-22 M.P.H. with 106 H.P. Chrysler engine.

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SEA-SKIFF

Seas

$2750

and upwards

Safe and Swift

Ideal for Florida Cruising and Fishing

IF you are vacationing in the south this year you will want one of the 1930 Banfield Sea Skiffs—eight models—three runabouts, 22, 26 and 32 feet; and five cruisers, three 32-footers and two 38-footers. Single and double cabins are available in both cruiser sizes.

Acknowledged to be the safest type of motor craft for all weather service, regardless of sea conditions, Banfield Sea Skiffs are truly the monarchs of the seas. They embody the fundamental principles of the genuine sea-skiff dory, refined and adapted to modern marine styles. Clinker planked of mahogany on steam bent frames, Banfield Sea Skiffs have an over-abundance of strength throughout, without sacrifice of speed, comfort or trimness.

The runabouts have spacious double cockpits, beautifully upholstered and generous seating capacity. They are ideal for off-shore fishing and make excellent yacht tenders or commuters. The most seasoned boating enthusiasts will delight in the remarkable performance of Banfield runabouts,—smoothness, nimbleness, flashing speed and dryness at all times. Each model is available with several power plant selections. Speeds up to 38 miles an hour, and a price range of $2,750 to $6,500 provide a model for every purse and purpose.

The cruisers, priced at $5,850 to $15,000 are available with several power choices and speeds up to 30 miles an hour.

Write today for illustrated literature

Attractive Deferred Payment Plan

BANFIELD SEA SKIFF WORKS INC.

SALES OFFICES AND PERMANENT EXHIBIT

277 Park Ave. Bldg. - ENTRANCE 502 LEXINGTON AVE. - *New York City*

PLANT: ATLANTIC HIGHLANDS, NEW JERSEY

LARGEST BUILDERS OF SEA SKIFFS IN THE WORLD

2 jobs for 1 plug

EASY starting demands a small gap—an intense, hot spark. But smooth and economical running requires a wider gap—a long, power-*full* spark.

The fixed gap spark plug is a compromise—it cannot satisfy both conditions.

The MotoMeter Spark Plug does both jobs unusually well, without compromise. It has a self-adjusting gap, with a side electrode of heat-responsive metal. The gap is small when cold, but doubles in size after the first explosion.

MotoMeter Self-Adjusting Spark Plugs mean easy starting, smooth, full-power running and high fuel economy. Especially good on outboard motors—all models. Two sizes, metric and ⅞ inch thread. One price, $1.00.

N. B. Write or wire for attractive dealer profit-making proposition.

MotoMeter Gauge & Equipment Corp.
5 Wilbur Ave., Long Island City, N. Y.

MOTOMETER
SELF-ADJUSTING
SPARK PLUG

Caribbean Blue

(*Continued from page* 90)

Our passage up the river had taken just a little over forty-eight hours. This is very good time under the conditions, but the Canada is one of the fastest boats on the river.

After a very cold night in our hammocks we moved in the morning into the Government's guest house. This consisted of two tolerably comfortable rooms above the combined court and jail. In all the chief towns of the colony the hospitable Government of British Honduras maintains a guest house in which tourists with good credentials may park themselves *gratis*, if the quarters do not happen to be occupied by traveling officers of the Crown.

Monday morning Austin set out in a dory to continue up-river toward Camp Six of the Mengel Lumber Company, which had hospitably invited him to make headquarters there for his zoological collecting while I was making excavations in mounds at San Felipe, only two miles up river from Cayo, whose fauna did not interest the naturalist so much as that in the vicinity of Camp Six. The dory of this region is simply a large dug-out canoe. After Austin had departed in one thirty feet long, paddled and poled by three husky dusky boys, I engaged a forty foot dory, in which for three weeks my five laborers and I commuted between Cayo and the cluster of Indian burial mounds on the west bank of the river, at the hacienda of San Felipe. Meanwhile Thompson went farther southwest, to excavate two sites he had recently discovered.

This is not the place to describe the thrill of opening well-made graves of limestone slabs which held the bones of ancient Indian priests and their ornaments of shell and jade, their tools of flint and obsidian, or volcanic glass. However, not the least pleasant of the recollections I have of those three weeks at San Felipe is the memory of boat races on the river. The Indian village of Monkey Falls is on the east bank of the river directly opposite San Felipe. On our voyages up and down the stream we managed to get a race nearly every day with a dory coming from or going to Monkey Falls. And we did not lose a single contest, although we competed with all types and sizes of boats, smaller ones manned with three paddlers to our five and larger ones mustering as many as eight paddlers. This despite the fact that I always represented two hundred younds of deadweight which our competitors were not carrying, for I never wielded a paddle. I tried to offset this by coaching the boys to paddle in unison, which the men in the other boats never did, and this proved a great advantage. Doubtless my promise of a shot of rum to each of my paddlers every time we won was another factor of no slight importance. The banks at Cayo seem to be fairly well populated at the finish of downstream races, the small boys of the village delighting to hear the shouts the rival crews hurled at each other, as well as to hear the loud counts of ten which I threw at my men, in approved American varsity eight oared style, to keep them paddling in unison.

The best race occurred the afternoon of the last day we worked at San Felipe. At least it was our most glorious victory. For our boat was burdened with the picks and shovels which we had been wont to leave in the bushes overnight, and our rival was a big light dory with eight paddlers. Moreover they had a quarter of a mile start over us, for we sighted them well down the river as we shoved off, and disdaining to sneak up to even terms while they paddled easily we raised a hullaballoo which informed them that they were being pursued. However, it is only fair to add that five of their eight Indians were about the size of my smallest man, a diminutive but heroic Nicaraguan laborer named Chinda, who was to prove his mettle with mule and gun and fists as well as paddle before the end of my expedition. My other four men were negroes, three British and one American, all larger and more powerful than any of the Indians. The burliest and the noisiest was the American, Tennessee Bill by name, who had run away from the States years before.

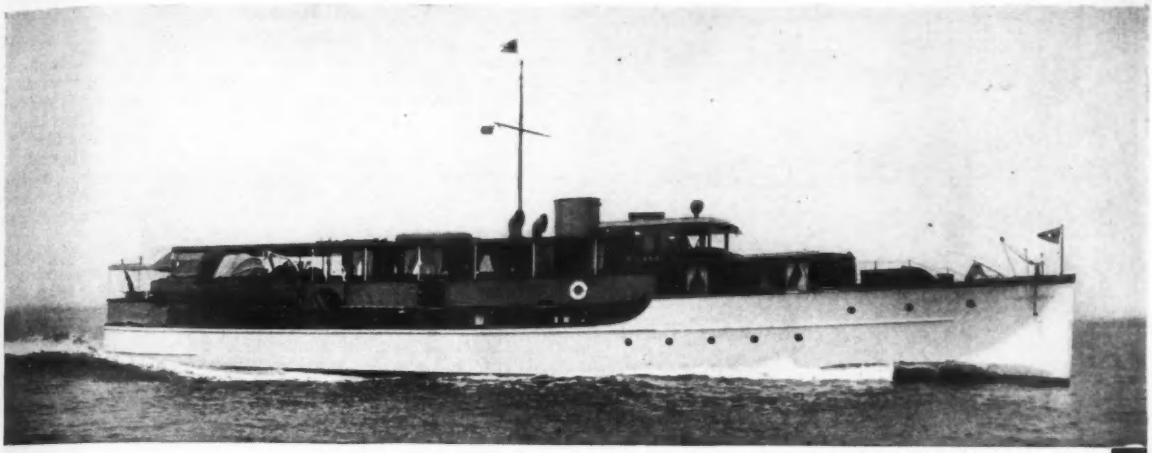
We gained steadily until at the mile and a half mark the two canoes were sluicing along nose and nose. The eight Indians now became desperate, and managed to hold even with us for a quarter of a mile. But the effort was too much, and seeing that their paddling was becoming even more ragged than it had been I gave my men ten:

"Come on boys *lift* her, and that rum is yours. . . ONE. . . that's the stuff. . . TWO. . . get that rum. . . THREE. . . never beaten. . . FOUR. . . river champions. . . FIVE. . . 'at a baby. . . SIX. . . smell that rum. . . SEVEN. . . now we're gaining. . . EIGHT. . . see them cracking. . . NINE. . . now we've got 'em. . . TEN."

As the nose of our dugout pushed its curl of water ahead of theirs the Indans became entirely disorganized. A man in the waist on the starboard side made a wild lunge with his paddle, lost his balance and fell overboard. His dory careened back in

(*Continued on page* 96)

Advertising index will be found on 3rd last page



THE SOLANA reflects Consolidated's appeal to discriminating Yachtsmen

Here is a beautiful yacht, typical of Consolidated's capacity for adopting the individual ideas of the owner. Building only to order, Consolidated craftsmanship is thus given the latitude necessary to express your own taste and preferences. Jot down YOUR ideas and let us show you how advantageously they may be employed in a boat built to your individual requirements.

Speedway DIESEL ENGINE

The power plant you will ultimately select

▲

300 h.p.

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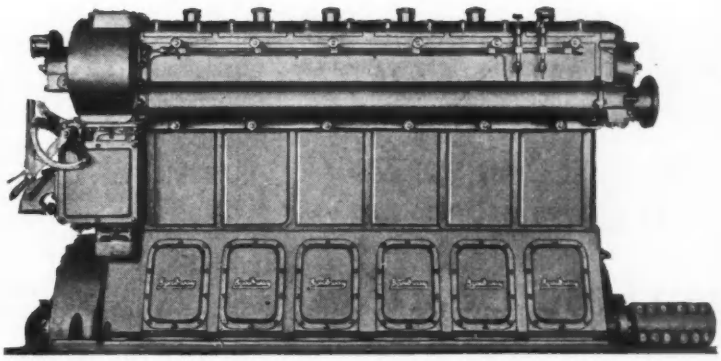
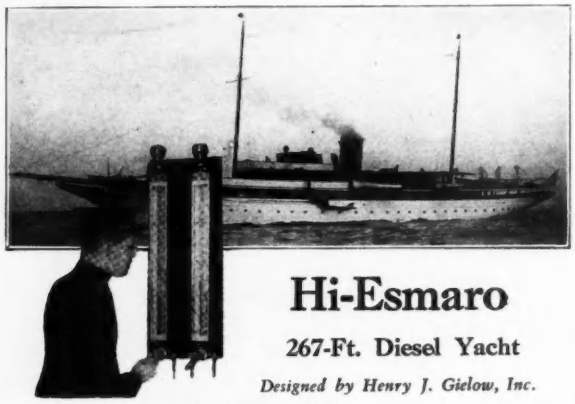


CONSOLIDATED SHIPBUILDING CORPORATION

MORRIS HEIGHTS, NEW YORK



Hi-Esmaro

267-Ft. Diesel Yacht

Designed by Henry J. Gielow, Inc.

Equipped with

PNEUMERCATOR

TANK and DRAFT GAUGES

PNEUMERCATOR GAUGES aboard Hi-Esmaro give an accurate contents reading of the water, fuel and lubricating oil tanks in addition to indicating a true measurement of the ship's draft at all times.

Pneumercator Gauges may be installed any distance from the tanks. They combine simplicity, accuracy and convenience. No floats, diaphragms, electric contacts or other parts requiring attention or replacement. There are no moving parts.

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CAN BE BOUGHT AT YOUR NEWSSTAND

SAY TO YOUR NEWSDEALER

"SAVE ME A COPY"

HE WILL BE GLAD TO RESERVE YOUR

MoToR BoatinG

For You

EVERY MONTH

Caribbean Blue

(*Continued from page* 94)

the opposite direction and capsized. We were now in the smooth deep pool just above the Cayo landing, and we coasted along with momentum and the current to the finish line, while our boat rocked with rumbling negro laughter, echoed by the excited spectators on the banks. And so Africa defeated America.

Two days later I joined Austin at Camp Six. Together we took mules to a camp site we had selected on the Rio Frio (Cold River) a small tributary of the Belize River which rises in the high, lovely pine ridge country, where deer are as common as cattle in Kansas.

The Rio Frio is hardly navigable even for a small canoe, in fact, it is a mere brawling mountain creek. We explored it by dawing up the creek bed several miles, and found a great cave, or roofed canyon, through which the creek flows. In side pockets off this cave, at least one of which had been used as a tomb, and under an ancient man-made stone altar, we found much pottery of the early Americans, jadeite earplugs and pendants, and other archaeologically valuable ornaments. Austin completed his work here by collecting a number of bats.. In less than six weeks he had now collected for his museum the skins of fifty mammals and more than three hundred birds, two of the latter being new species.

We returned to Cayo, fairly well pleased with ourselves, and chartered the motor boat Chicle for the downward trip to Belize. She is of the same type as the Canada but smaller. We left Cayo on a Monday morning and were in Belize Tuesday evening. We shot like a mad marine rocket through runs which had meant fifteen or twenty minutes of laborious hauling and heaving on the upward voyage. On these occasions the pitpan looked like some crazy live creature behind us, particularly at bends, when her bow pole and steering paddles had to be worked furiously to keep her in line. At the shallower hapids, however, we went down slowly, braking with out motor and poles, for fear of tearing out the Chicle's bottom on the inescapable rocks.

Austin and I took life easy in the cockpit among boxes which contained his bird and mammal skins and my archaeological loot from the San Felipe graves, the Rio Frio cave and others I had found near it. From Belize Austin would return to God's country to get ready for a summer expedition to Labrador, while I was to go to southern British Honduras and Northwestern Guatemala to explore rivers in a fourteen foot skiff with an outboard motor. That would be interesting no doubt (and it proved to be). But although I have voyaged about the world a bit and seen craft of various kind I shall not soon forget the skill with which British negroes take a forty foot motor boat up and down the Belize River through dangerous rapids in water which you would call shoal if you found it in your bath-tub.

F. D. Coster's Solana, a Brilliant Yacht

(*Continued from page* 28)

other from the after deck, a stairway to the after double cabin.

The cabins are indeed carefully planned, and equally finished. The entire quarters are in old ivory with different color schemes in each, there's a green, a blue, a salmon and an old rose room. Delicate electric fixtures are decorated with the dominating color of each room. Each bath with tub and shower are finished in white enamel, with block tile floorings. The floor covering throughout is taupe carpet.

The crews quarter's are arranged forward, which include galley, crews mess and accommodations for nine. The Captain's room is on deck aft of the pilot house.

The engine room is located about amidships. Two 300 h.p. Speedway diesel engines drive the boat at 17 miles. The usual auxiliaries consisting of air compressor, two generating sets, batteries, ice machine, pressure pumps, bilge pumps, etc., are also located in the engine room.

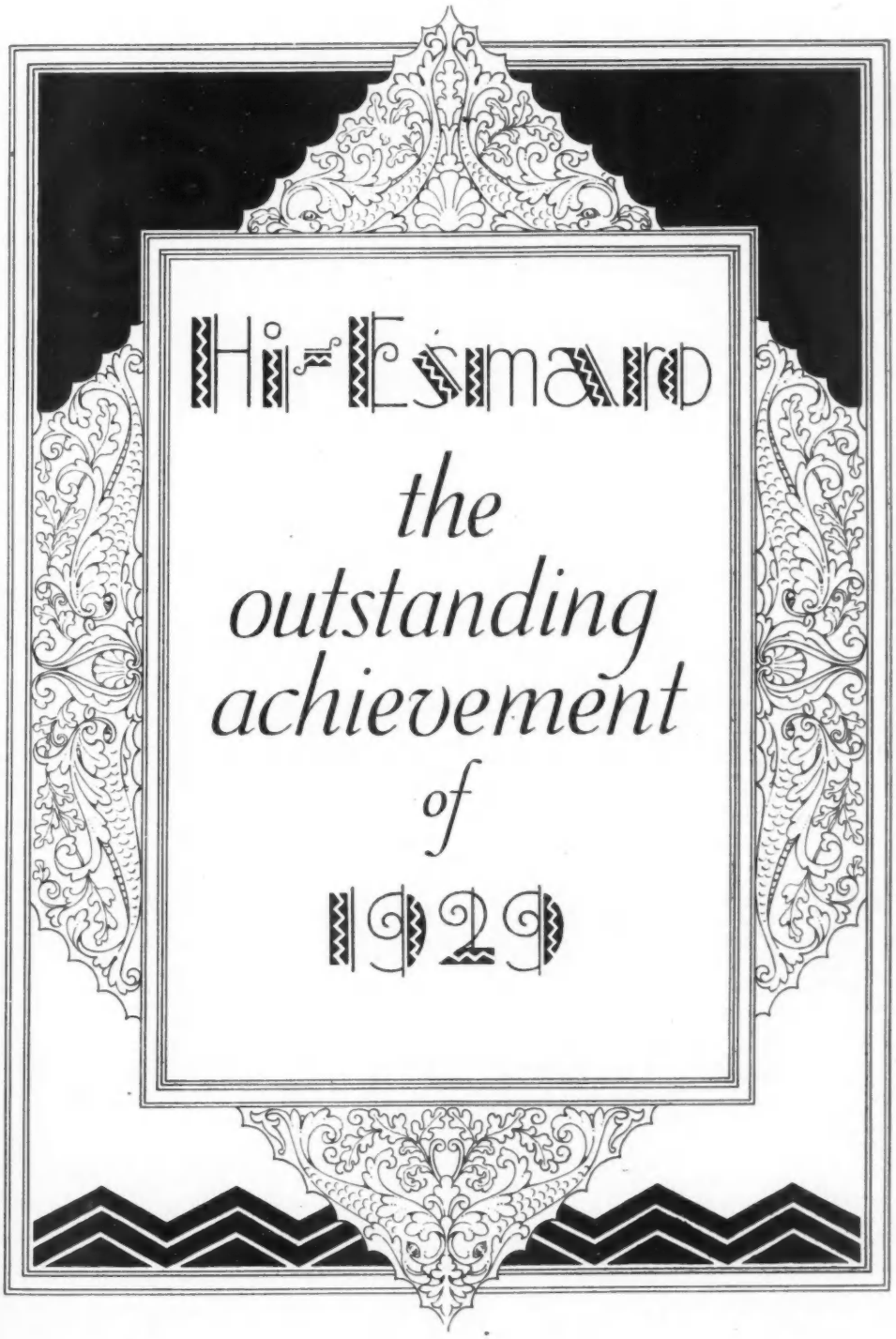
A 16-foot Yacht Tender and 14-foot Rowing boat comprise the small boat equipment. These are carried outboard except on long cruises, when they are swung inboard and checked down.

Space will not permit the tabulation of details which makes Solana as prominent as she is. The development of the Speedway diesel engine has, of course, played an important part. With these engines weighing about 25 pounds per horsepower has permitted more latitude in design due to their short overall length and lightness.

ARCHITECT OPENS THIRD OFFICE

A third office of Henry J. Gielow, Inc., naval architects, 25 West 43rd Street, New York City, has been opened in this country. The new branch, just established in the Ingraham Building at Miami, gives the firm representation in New York, Detroit and Florida. Thomas E. Yborra is in charge of the new branch.

Advertising index will be found on 3rd last page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outstanding
achievement
of
1929

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the outstanding achievement of

1929

HENRY J. GIELOW INC.

Naval Architects and Engineers

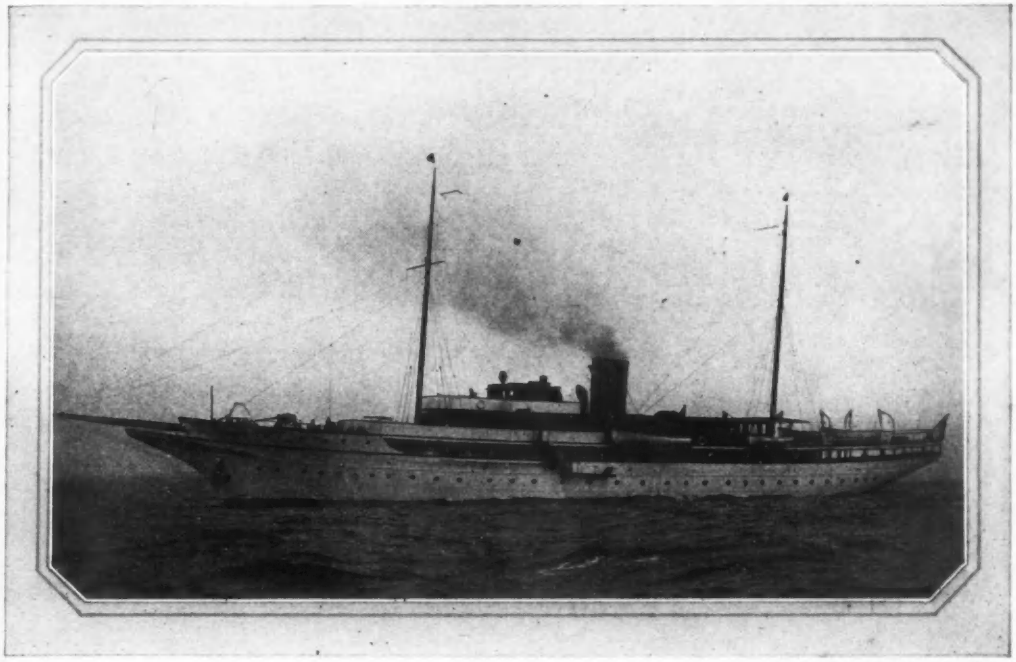
25 West 43rd Street, New York

DETROIT
FISHER BUILDING

MIAMI
INGRAHAM BUILDING

Hi-Esmaard

Gracefully poised as a volplaning gull slides down her runways.



(Photographs by Edwin Levick.)

"Like the touch of an artist put there to enhance the grandeur of the seascape"

HI-ESMARO, THE WORLD'S MOST BEAUTIFUL YACHT

An All-Steel Diesel, Clipper Stem Yacht, 266 Feet in Length, Designed by and Built Under the Supervision of Henry J. Gielow, Inc.

By BEN J. SWEETLAND

IN referring to the HI-ESMARO as the outstanding achievement of 1929—and no doubt the outstanding achievement in the yachting field of all time up to the present—I am going to relate the story of a policy which was inaugurated many years ago, and which has definite bearing on this accomplishment. It will be of interest to you as it is a policy which will pay any one to adopt.

Early in 1925, when Mr. Gielow, the organizer of this firm, was called by our Maker to the Land Beyond, he left with us a real responsibility—a responsibility to carry on and to maintain the ideals and standards set by him. It was a big job, for the name Gielow was well and most favorably known on the seven seas.

To perform this task successfully required more than the efforts of any one leader—it must have the unified zeal and enthusiasm of every man identified with the work.

A conference was called. Every person in the organization was assembled together to view the situation. Out of respect to the man who had gone—and as a permanent monument to the work to which he had dedicated his life—a pledge was taken by every one present. A pledge that every new assignment in the future should be tackled with the spirit of making it the finest job they had ever done, and no matter how good the job just completed, it would not compare with the next one undertaken.

This spirit has continued to live and to grow. If all Gielow designed yachts completed since that memorable meeting were considered side by side, one could notice that spirit of improvement uppermost in each succeeding one.

The HI-ESMARO, the latest Gielow designed craft to be completed, stands not only as the finest yacht afloat, but as an expression of accomplishment from a group whose eyes are kept steadfast on an ideal, rather than the carrying on of a commercial enterprise.

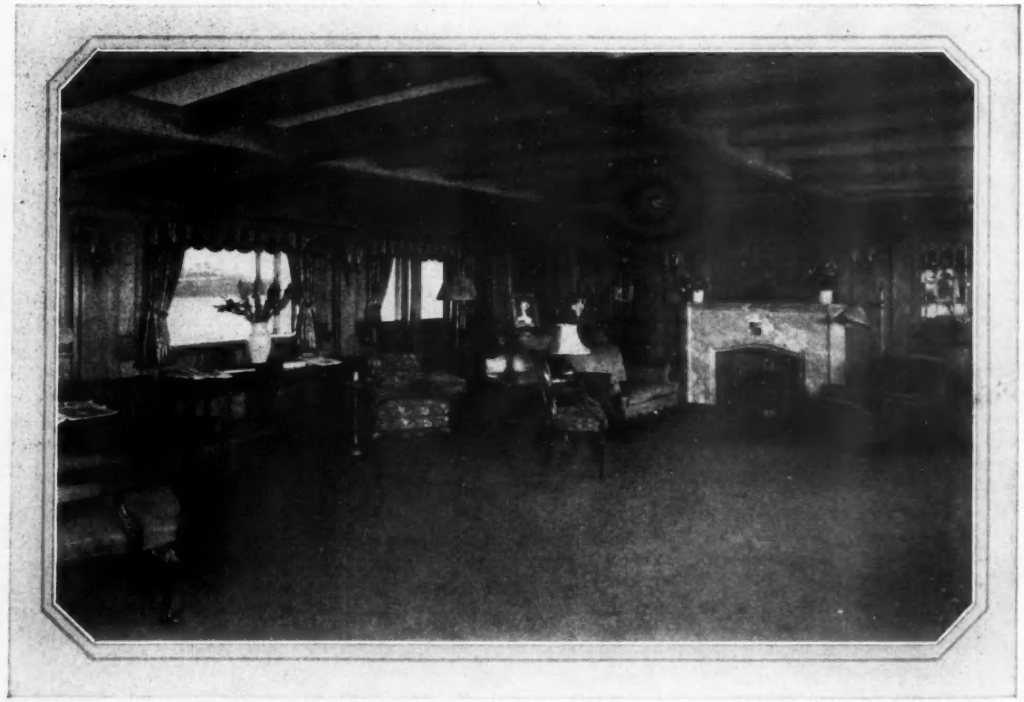
A great writer once said that we feel quality as well as see it. This is certainly true with the HI-ESMARO. As we view the craft from the shore, its grace and beauty almost gives one the feeling of its being the touch of an artist put there to enhance the grandeur of the seascape.

In strolling through the boat, no one thing attracts our notice, so artfully are all decorations and furnishings blended into a perfect whole. Upon leaving the HI-ESMARO, we carry but one impression—that it is a marvelous ship.

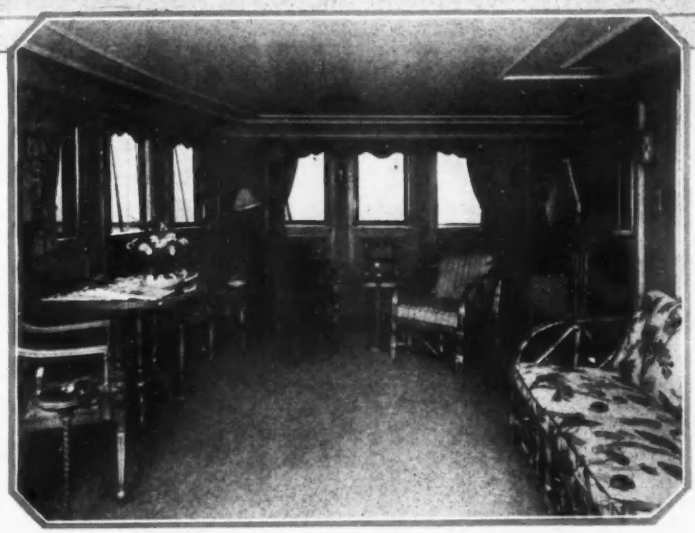
Quarter Deck, looking forward, where guests may enjoy the open air in comfort

Few people, aside from the designer himself, realize the complex task of designing a vessel of this type. Naturally, the wishes of the owner are the first thing to be considered so far as accommodations are concerned. The next problem is to embody these accommodations in the plans in the most practical, efficient and satisfactory manner.

Those who know yachts will marvel at the ingenuity exhibited in the design of the HIESMARO. The usable open deck space compares in area with that on ships up to 350 feet in length, yet this craft measures but 266 feet.



Main Salon, looking forward. A room of elegance and good taste



Above, Owner's Smoking Room, located in the after deck house on the upper deck

Left, Observation and Sun Room so situated that owners and guests may have an unobstructed view ahead

The designing of the hull and the mounting of the 3,000 horsepower Diesel engine plant follow the lines long ago developed by the Gielow organization which render the ship free from vibration at all times and under all operating conditions. This has been a most important development in yacht design, making, as it has, Diesel power—with its many advantages—far more preferable than steam.

On the upper deck of the HI-ESMARO, commonly termed the bridge, is a steel house in which the pilot house and chart room are located. Below this, on the boat deck, are two steel houses. The forward one has incorporated in it a feature—of Gielow origin, worthy of note—a beautiful observation room that enables owner and guests to enjoy to the fullest the beauty and benefit of a cruise in open waters or on rivers without obstructing the navigation view.

The after end of this forward house is occupied by the ship's office, the captain's stateroom, his bath, large wardrobe and wireless room.

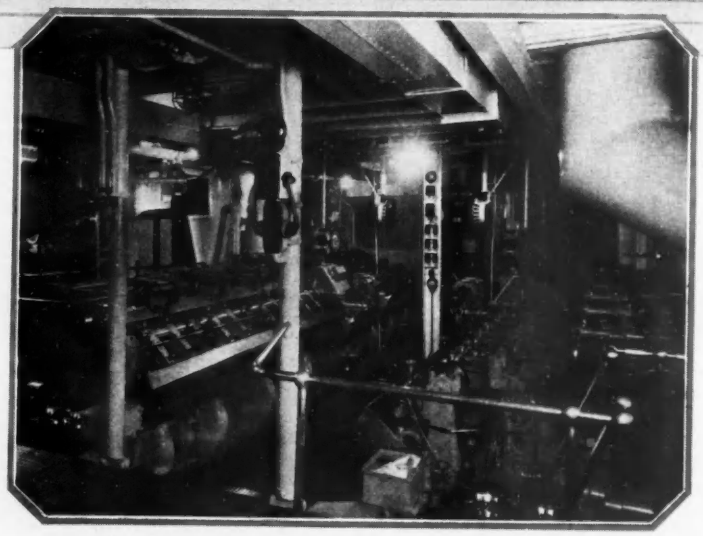
In the after house — also of steel—is a comfortable smoking room, finished in walnut, with a spacious open deck shelter aft. This looks out onto an unusually large deck.

On the main deck is a continuous steel deck house in which is located the dining room, finished in solid teak of natural color, and a most attractively decorated living room.

The owner's suite, also located on the boat deck, consists of a large double stateroom, sitting room and bath. The owner's bath is equipped with an electric cabinet, shower, wardrobe, etc. There are four large double guest staterooms, each with its private bath and two bachelor rooms. Then, of course, maid's and valet's rooms are provided.

It will not be necessary, in this article, to describe in detail the specific equipment entering into

Above, Owner's Stateroom, located slightly aft of amidship on main deck



Left, View of Engine Room showing portion of Bessemer Diesel power plant

this palatial ship, as each of its many features is treated separately in the following pages.

The HI-ESMARO has already proved her seaworthiness. In a trip up the coast of Maine and on to Labrador, a variety of weather was encountered which couldn't have been more perfect if it had been a frame-up in order to test the ship under all conditions.

The graceful, sweeping lines of this most beautiful of pleasure yachts will be seen in the harbors of many European capitals through the coming yachting season, as the owner is now planning to leave within a few weeks on a ten months' cruise.

This craft offers further proof of the prophecy we made some time ago that in the future men of affairs would spend their hours of relaxation on yachts. The large immovable country estate is fast taking the count. With such strides as have been made in the building of fine city apartments for use while at home and yachts of the type described on the following pages for recreation as well as when travel is desired, it is easy to understand why the country homes with their countless acres of land are no longer in demand.

Hi-Esmaro

TWELVE miles inland, the city of Bath, dedicated as the Birthplace of American Shipping, spreads her shipbuilding industry for five miles along the West shore of the Kennebec River. It was here that the Bath Iron Works established in 1890 its first runway to meet the lure of the sea with ships of wood and steel.

As a tribute to its unchallenged reputation for building good boats, the contract for constructing the HI-ESMARO was awarded the Bath Iron Works. Later when the flag-bedecked HI-ESMARO, gracefully poised as a volplaning gull glided smoothly down her runways into the placid waters of the deep channeled harbor, another romance was born. The hopes of a zealous and fervent owner had been wrought and patterned into a happy reality. To its long line of fine pleasure boats, the Bath Iron Works take pride in adding the HI-ESMARO as their outstanding achievement in yacht building for 1929. To such masterpieces as the HI-ESMARO they trace their right to the prestige they enjoy among the leading yacht designers and naval engineers of America.

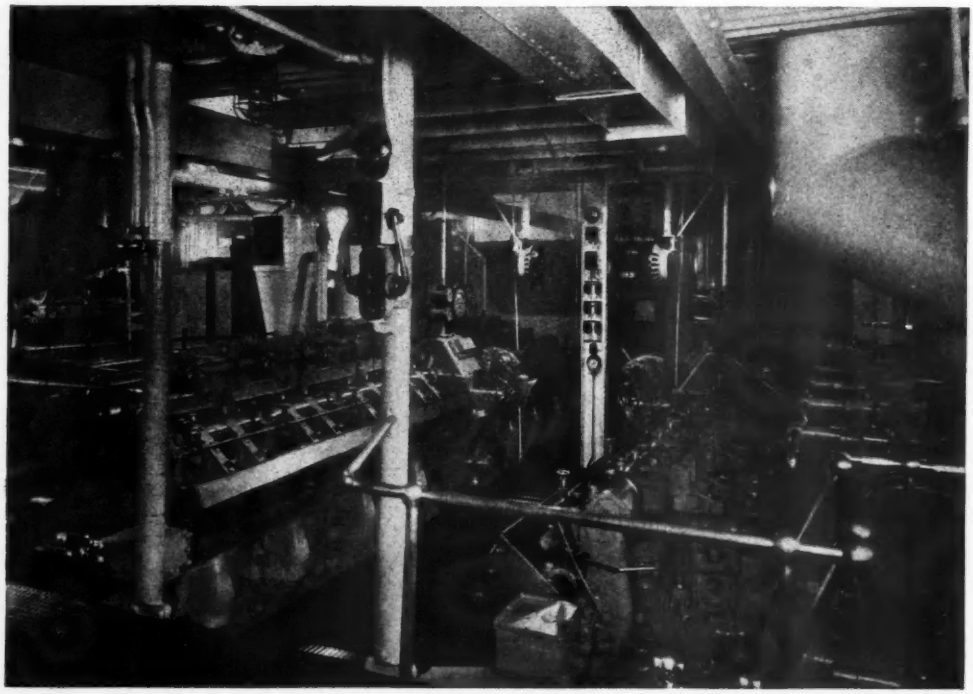
Incorporating at its full value every new idea and suggestion, the personnel of the Bath Iron Works assures close contact and cooperation between owner and naval architect. Installation of every new and useful invention in machinery and keeping abreast of modern manufacturing methods, holds this organization in the secure position to capably undertake commissions for any type of fine pleasure yachts.

It has been found that men of affairs today, instead of maintaining large country estates—the disadvantages of which often outweight the advantages—are actually residing, for a good part of the year at least, on their yachts. Many of the craft in demand today must contain all the comforts and conveniences of a fine residence. And necessarily the designer who has interpreted the prospective owner's smallest whim with model, plans and blue prints, must turn to the builder most adequately equipped to realize in wood and steel the owner's mental conception of a floating home.

It is always our desire to give information to those interested in the construction of pleasure boats. Inquiries addressed to the Bath Iron Works Corporation, Bath, Maine, will receive prompt and faithful attention.

Bath, The Birthplace of American Shipbuilding

Hi-Esmaro



ONE does not have to draw heavily on the imagination to form a mental panorama of prehistoric man's first act of acquiring marine propulsion. In all probability the first sailor sat astride a log with the current of the stream supplying the first power for this primitive type of craft. In time these men learned to bind logs together, forming crude rafts—still using the current for their power.

When they learned to propel their rafts with poles, the first step in the development of marine power was then made. Even today in the Far East's thickly trafficked water-ways this same means of marine propulsion has lived through the ages.

Then paddles and oars supplanted poles. For centuries marine power development advanced no farther than this primitive method of physical power through the early days of Viking ships—Phoenician biremes—Greek and Roman galley ships. As more power was needed, more oars were added.

A genius was born—that ancient mariner who discovered in fair breezes, when controlled with sail and mast and spar, a power supplementing that of human effort. Thus was born the era of sailing vessels, reaching its zenith in the famous American clipper ships—days when the American Marine flourished on the seven seas.

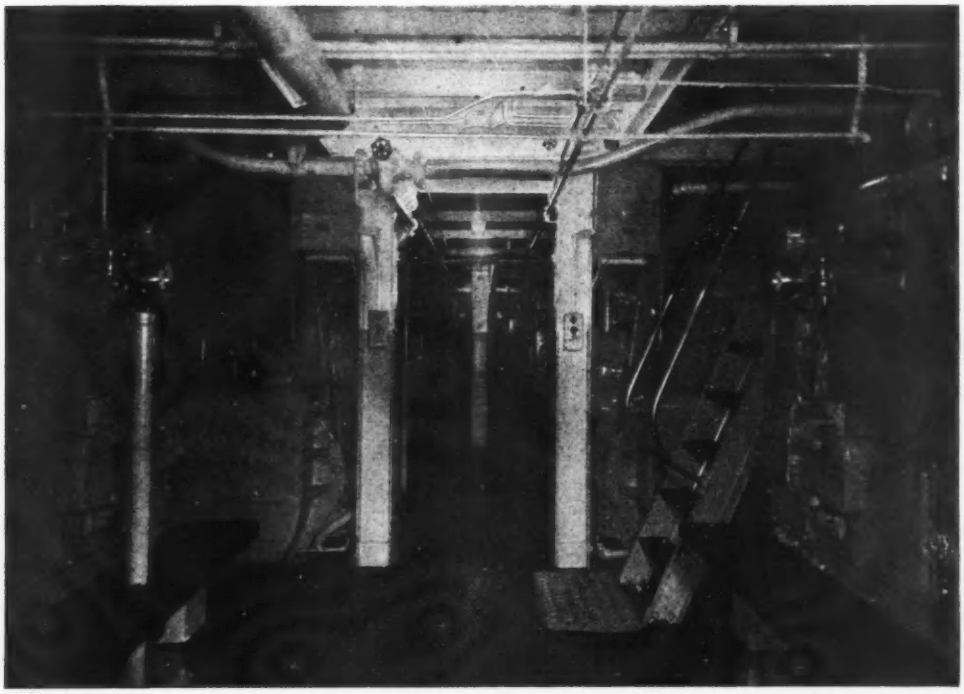
And then came steam—the first mechanical power for marine propulsion. A few decades experienced more marine progress than the hundreds of intervening centuries. Real power had at last been discovered, had been put to work by man and he was fully awake to the realization of its blessing.

Rudolph Diesel, keenly alive to the growing need for power, and realizing the limitations of power equipment of his day, developed a power plant that was destined to again revolutionize marine propulsion—the Diesel Engine. As the sail superseded the oar, as sail gave place to steam, so is the Diesel Engine now supplanting steam.

The designers of the HI-ESMARO chose Bessemer Diesel Engines as the propulsion equipment for this super-floating palace. With a Bessemer Diesel power plant the owner is assured the quiet smoothness of vibrationless power plus the stamina and reserve power that never falters, never fails.

Bessemer Diesel Engines

Hi-Esmaro



DURING the last few decades, marine power developments have come fast and furious. From only an idea, the Diesel engine has been perfected and so thoughly service-tested that it is now the accepted power plant for modern commercial marine service.

It is a power plant which prominent yachtsmen honestly believe comes the nearest to mechanical and engineering perfection—an engine which has been slowly and painstakingly developed to meet the specific needs of fine pleasure yachts.

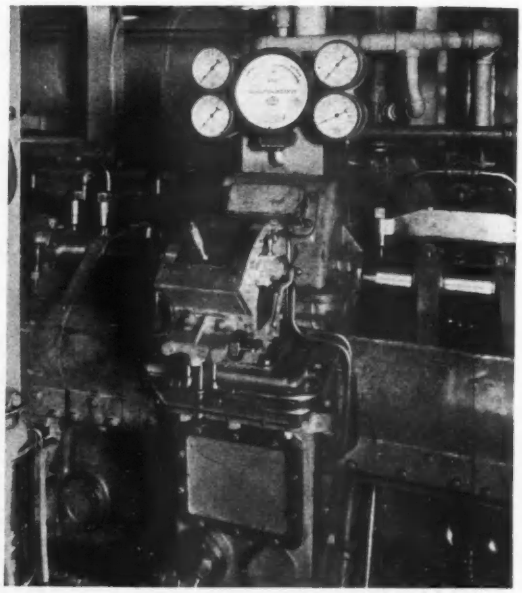
Whether the HI-ESMARO loafs along; speeds onward to distant ports; glides smoothly through calm waters; or rides the crest of foam-capped waves, there is real pleasure and true comfort in knowing her Bessemer Diesels are as dependable as the setting sun. Without a tremor HI-ESMARO moves with the grace and smoothness of a swan—a yacht distinguished among watercraft for its utter freedom from noise and vibration.

A mental as well as physical comfort is sensed in Bessemer Diesel power luxury. Bessemer's reputation for building smooth-running vibrationless engines is as definitely a thing of the mind as of the body. The consciousness of absolute security born of matchless engineering integrity and brilliant and trustworthy performance of Bessemer marine propulsion, is a luxury ever to be enjoyed aboard the HI-ESMARO.

Years of experience in designing and building Diesel engines have secured for Bessemer a special and separate place in the minds of the most discriminating yacht designers and building supervisors. The quality of every Bessemer power installation is heightened by superb engineering contributed by long years of experience, and its actual value vastly increased for the reason that Bessemer controls unlimited resources and facilities for building Diesel engine equipment.

Main Engines and Generators

Hi-Esmaro



*W*ERE 3,000 heavy draught horses to strain every fibre and muscle of their mighty bodies, the energy created would be likened to the power generated by HI-ESMARO'S two MR8 Bessemer Diesel engines. These Diesels are direct reversible straight eights of the four-cycle, trunk-piston, airless injection type, with 18" bore and 22" stroke—each weighing seventy-five tons.

Not only does Bessemer furnish power to turn the HI-ESMARO's twin propellers, but all electrical equipment receives its supply of current from two 100 K.W. Bessemer Diesel generator sets with an auxiliary 50 K.W. set for carrying light loads.

The one lever control feature, illustrated above, is Bessemer's latest achievement in perfecting operating mechanism. As counterpart of HI-ESMARO's 3,000 H.P. power plant, this single lever has under its complete control the starting and stopping, both ahead and reverse, of the propulsion engines. If in an emergency, the command for full speed *astern* were given when engines were operating at their normal speed of 300 R.P.M. ahead, the short period of *ten seconds* would elapse between the time of completing the letter "U" on the one lever control and the actual performance of reversing the engines to full speed astern. This is really a remarkable engineering feat in view of the fact that its realization has eliminated many individual manual motions heretofore required to accomplish the same results.

It is truly a pleasure to inspect HI-ESMARO'S engine room—a masterpiece of cleanliness, principally for the reason of its spotless Bessemer Diesels, without trace of grease, grime or dirt, enhanced with coats of lustrous enamel.

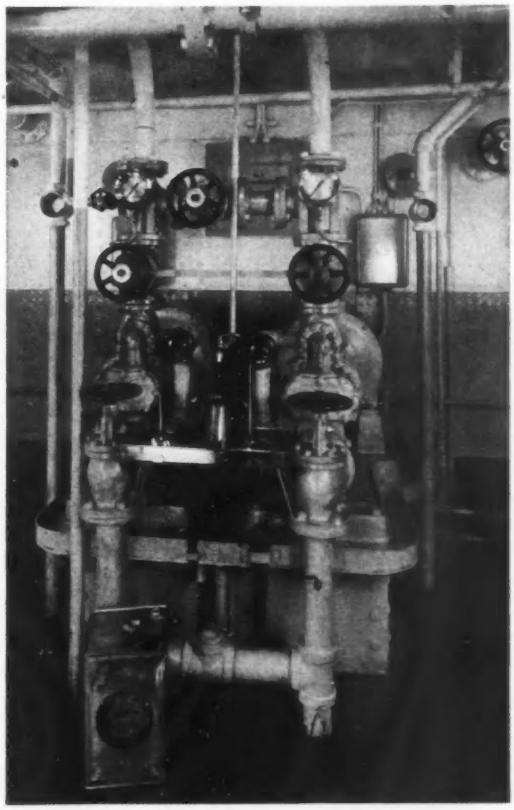
Bessemer Diesel engines represent the most modern application of power to marine propulsion. They embody all of those features which are essential to present-day needs—economy, simplicity, reliability, smoothness, instant responsiveness to the throttle, and long-lived serviceability. For men who go down to the sea for pleasure, a Bessemer Diesel engine is his best friend—staunch, loyal and true to the traditions of the sea.

In seeking information on Bessemer Diesel marine propulsion, please address communications to Earl H. Croft Inc., Special Yacht Representative, 25 West 43rd St., New York City.

The Cooper-Bessemer Corporation, General Diesel Sales Offices, Suite 301—25 West 43rd St., Factories: Mount Vernon, Ohio, Grove City, Pa.

Bessemer Diesel Engines

Hi-Esmaro



SINCE 65 per cent of the world's Diesel powered vessels are serviced by the Vacuum Oil Company, it is natural that the owner of HI-ESMARO should choose Gargoyle Marine Oils to assure efficient and economical performance of power units installed in this super Diesel yacht. The prestige of Gargoyle lubricants among leading yachtsmen has grown year after year for reason that the Vacuum Oil Company has applied its vast resources in gaining valuable knowledge of Diesel lubrication needs through untiring research and experimentation.

In analyzing lubrication requirements of Diesel engines, the parts to be lubricated fall into three classifications—power cylinders, air compressor cylinders, and bearings. Each group, differing in operating conditions, requires individual treatment and necessitates a different kind of oil in each instance. And there is a special grade of Gargoyle Marine Oils for every type of service.

The HI-ESMARO's supply includes Gargoyle D.T.E. Oil BB, Heavy and Medium for main power units; Gargoyle Arctic Oil C Heavy for refrigerating machines; and Gargoyle Mobiloil A and B for auxiliary gasoline equipment.

The selection of correct lubricating oils is most vital to the successful operation of Diesel propulsion. With the continued use of correctly selected Gargoyle Marine Oils, loss of power by friction is reduced, cost of renewals and repairs minimized, and the certainty of operation greatly increased. The engine will have longer life due to efficient lubrication.

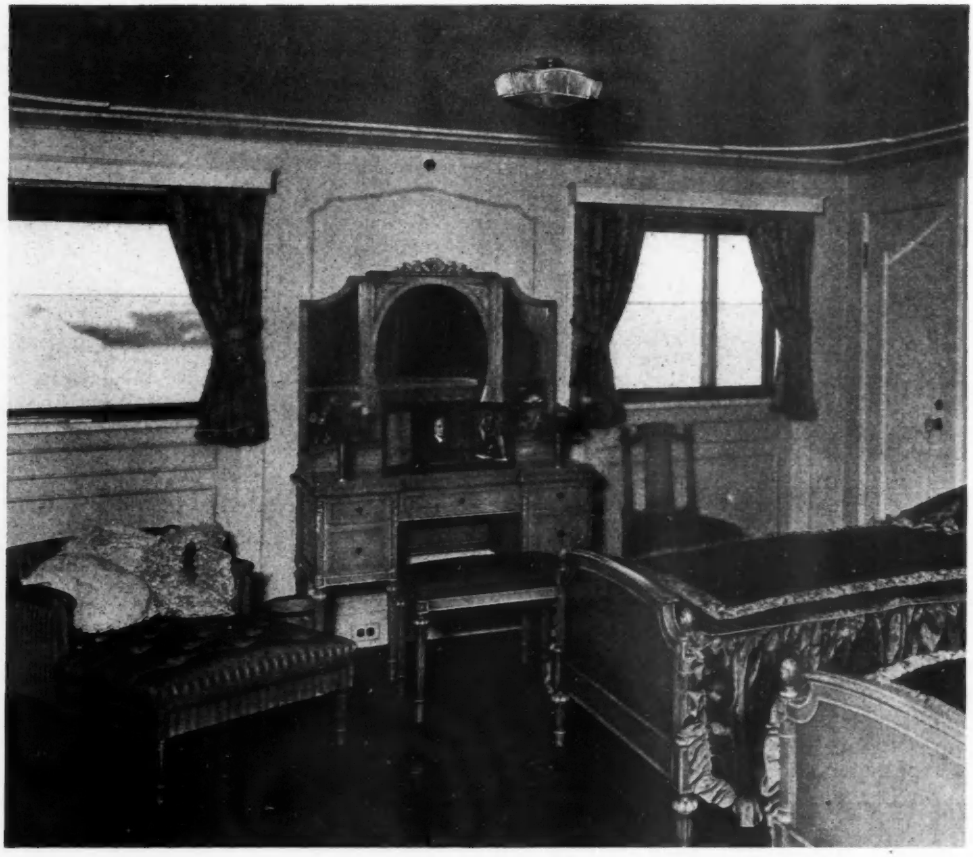
The Vacuum Oil Company maintains a staff of trained engineers for the express purpose of rendering immediate service to yacht owners. These specialists are experts in the science of lubrication and no other similar group of professionals exists. HI-ESMARO has been added to Gargoyle's long list of fine yachts whose advantage it is to receive as occasion requires, periodical oil tests to assure ideal operating conditions.

Gargoyle service is far-reaching—over its domain the sun never sets—in ports at the four corners of the earth, the Vacuum Oil Company anticipates the yacht owner's lubrication needs, a service which warrants to a great extent continuous operation of power equipment throughout the cruise.

Our Marine Engineers have recently completed a new, authoritative treatise covering lubrication requirements in every type of modern Diesel engine. We will be glad to forward a copy of "Marine Lubrication—Motorships" free of charge. Address your request to Vacuum Oil Company, Marine Sales Dept. B-11, 61 Broadway, New York City.

Gargoyle Marine Oils

Hi-Esmaro



THE large, crystal clear plate glass, in frameless windows in the HI-ESMARO may be lowered or raised at will, noiselessly and without effort. Kearfott Window Regulators were developed to adequately meet the demand for a suitable regulating device to make opening and closing windows an easy and pleasant operation.

The glass motion is positive down as well as up, and windows are locked in any position. Glass, sliding in felt-lined channels, may be quickly raised or lowered by simply turning a crank handle in the same fashion as windows are operated in closed automobiles.

All-bronze construction, the lack of springs, linked with general sturdiness and simplicity, reduce to a minimum attention in the care and upkeep of Kearfott Window Regulators. Perfecting a non-corrosive gear assures uninterrupted operation during salt-water service.

So year upon year HI-ESMARO may lay her course over the seven seas with complete confidence that her guests will enjoy the snug coziness of dry, comfortable cabins, the source of which is traced to the designer's thoughtfulness in specifying Windows operated with Kearfott Regulators.

Kearfott products are built to architects dimension requirements. May we send you full details? Kearfott Engineering Corporation, 117 Liberty Street, New York, N. Y.

Kearfott Windows and Window Regulators

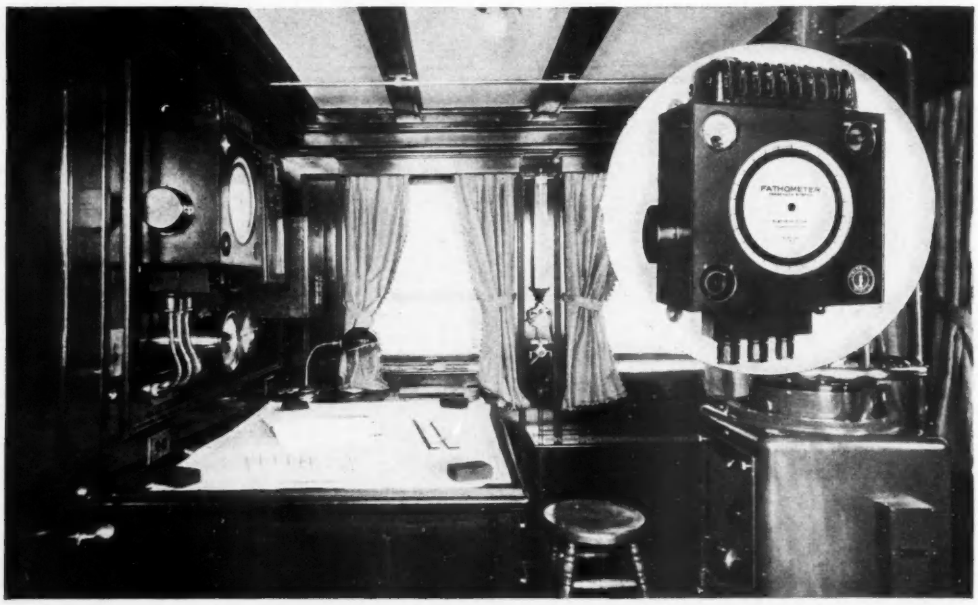
Hi-Esmaro

YACHTS decorated and furnished by Raphael Studios are distinguished not alone by sheer beauty, but for their livable appointments in harmonious keeping with the yacht itself.

On the HI-ESMARO complete interiors including furniture, fixtures, metal work, ornamental glass and cabinet work are designed and executed by Raphael Studios, Inc., 40 East 49th Street, New York.

Raphael Studios, Inc.

Hi-Esmaro



ABOARD the HI-ESMARO a stroll to the pilot house will reveal a compact meter box which houses one of the greatest contributions to navigation made during the past decade. It is the Fathometer, developed and manufactured by the Submarine Signal Corporation whose efforts for more than a quarter century, have been directed towards the attainment of increased safety and efficiency of navigation.

All the fun and thrills of seeking adventure in uncharted seas, inlets or bays will be unmarred with fear that at any moment the HI-ESMARO may run aground on hidden reef or coral strand. In storm or fog the safety of the yacht and the lives of those aboard depend upon the accurate and rapid determination of the water's depth beneath the ship.

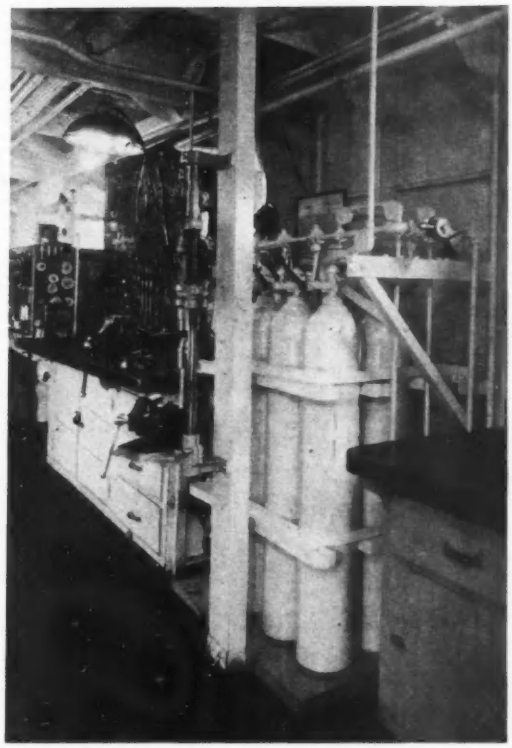
Slowing down the vessel to "heave the lead" is a sounding method of past eras. Today the Fathometer, an automatic, electric depth finder flashes on its dial evidence of whether or not the ship is in immediate danger of running aground, without slackening speed in the least. These electric dial flashes indicating ocean depths in fathoms, emanate from *echoes* of sound simulating the principle that cliffs echo the hunter's call from across the valley.

To operate the apparatus, the captain turns a switch putting into operation an oscillator which produces a brief sound of great intensity every few seconds. This sound is transmitted to the ocean and travels in all directions through the water at high velocity—4,800 feet or 800 fathoms per second—bounding off the ocean bottom to find its way back to a sound receiver on the ship's bottom. Impacts of returning sound echoes upon the Hydrophone receiver produce electrical impulses which are transmitted to the Fathometer's Indicator. The time intervals between sound emissions from the Oscillator and the reception of the echoes are translated on the Indicator into fathoms with red flashes on the clock-like dial in the pilot house. Flashes indicating depth occur at the rate of almost one every two seconds and measure depths of about 2 to 130 fathoms.

The Fathometer has conclusively shown its adaptation to requirements of the largest vessels in the United States Navy and Merchant Marine as well as those of smaller ships in Coast and Geodetic Survey service. An interesting booklet will be mailed to those who will address their request to the Submarine Signal Corporation, 160 State Street, Boston, Mass.

Automatic Electric Depth Recorder

Hi-Esmaro



THE HI-ESMARO carries its own fire department—not as the average individual thinks of fire-fighting apparatus—but the Lux System which extinguishes fires more quickly and completely than a corps of expert firemen. There is no unprotected fire hazard to mar the peace of mind of guests aboard the HI-ESMARO.

The Lux System is most simple in principle—smothering fire by cutting off its air supply with harmless carbon dioxide gas, a substance which will not support combustion. The Lux System is permanently installed in a boat. A control handle to operate it is fitted on the bridge or at some convenient point outside of the protected area. The Lux cylinders containing the extinguishing agent are placed in any unused part of the ship. From the cylinders the gas is piped to outlets in the protected spaces generally the engine room and galley.

The action of pulling the control handle cuts the seals of the Lux cylinders, permitting the gas to discharge under the pressure of its own expansion. Lux gas acts in three dimensions, expanding in all directions at once, filling the entire space and bilge; killing fire—large or small—completely.

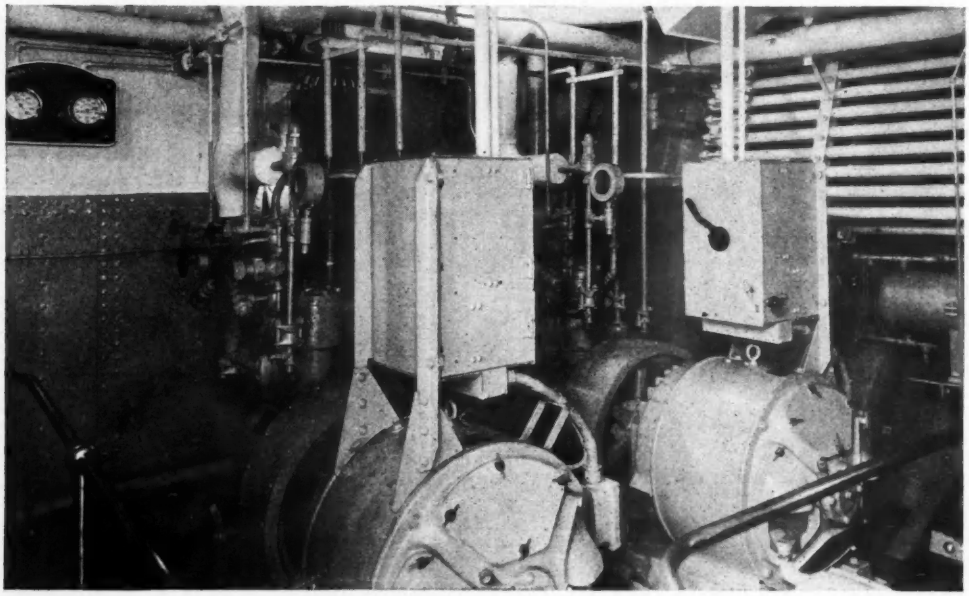
Experience in service has proved the value of Lux as a factor of safety against fire. And owners of such fine yachts as the Savarona, Delphine, Alpha and Migrant have found that it greatly adds to the pleasure of cruising.

Lux Systems are not confined to large yachts alone. There is a Lux System for every type of craft—from the single cylinder, local control installation for small motor boats to the multi-cylinder unit, with remote control, for large cruisers and yachts. In all cases Lux immediately extinguishes the fire, whether a minor blaze in the bilge or a fire in engine room or galley. A quick pull of handle in the control box and a blanketing cloud of Lux gas smothers every trace of fire in a few seconds, without any damaging after effects.

For further information or when requesting a copy of "The Crucial Five Seconds", kindly write Walter Kidde & Company, Inc., 140 Cedar Street, New York.

Lux Fire Extinguishing System

Hi-Esmaro



A MACHINE which means so much to health and comfort demands a place well forward in the ranks of important accessories for fine pleasure yachts. We are now speaking about the refrigerating equipment installed by Brunswick-Kroeschell in the HI-ESMARO.

Very recently a national contest was conducted in which the interested public was invited to air its views on why food should be preserved in temperatures below 50 degrees Fahrenheit. Science has proved that deterioration commences to take place in perishables immediately the surrounding temperature rises about the 50 mark. Yet how frequently this rule is broken in consequence of the many inadequately cooled refrigerators now in use. People are learning more and more about the necessity of proper preservation of food with proper refrigeration.

Aboard the HI-ESMARO on long cruises keeping eatables fresh and full-flavored is counterpart to the health and happiness of owner and guests. The chef, to select menus of infinite variety vieing with the finest served at exclusive clubs and restaurants, must have suitable storage with just the right degrees of coolness for each kind of food.

To demonstrate the designer's thoroughness in equipping the HI-ESMARO with Brunswick-Kroeschell Refrigeration for every need, note the following:

Meat Box with temperatures		28 to 32 degrees	(freezing)
Galley Box	"	36 to 40	"
Pantry Box	"	40 to 45	"
Butter & Eggs	"	36 to 40	"
Officers Mess	"	40 to 45	"
Vegetable Box	"	40 to 45	"

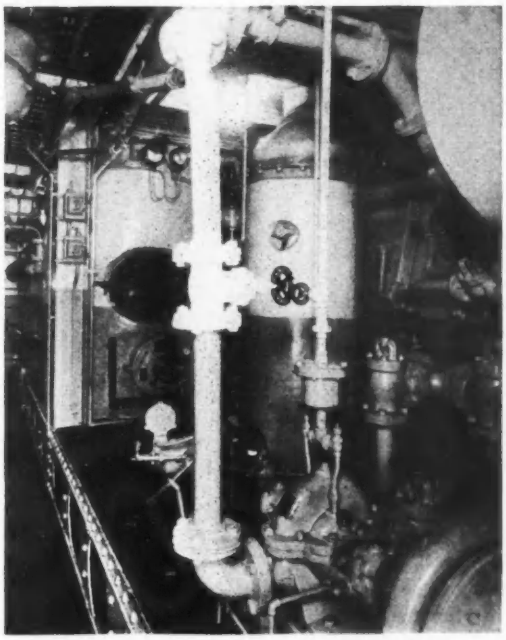
In addition to the above, the Brunswick-Kroeschell equipment includes facilities for producing 100 lbs. of ice daily for galley and table service, as well as for cooling the drinking water supply.

Over 2500 Brunswick-Kroeschell refrigerating plants have been installed in all types of vessels from the largest passenger or freight ship to the smallest pleasure craft. This endorsement by leading boat designers and builders is indeed a significant tribute to Brunswick-Kroeschell engineering and craftsmanship.

For information on installations address Brunswick-Kroeschell Company, New Brunswick, N. J., Chicago, Ill. New York office: 136 Liberty St.

Brunswick-Kroeschell Refrigerating System

Hi-Esmaro



*W*HEN a home is built, comfort and freedom from costly repairs and too rapid depreciation is assured by installation of Crane piping materials, valves, and fittings.

When a great power plant is built, the necessity for economy of operation and absolute safety are guiding factors in the choice of Crane quality piping materials.

It is not surprising then, that aboard the super clipper stem yacht HI-ESMARO, which is both a luxurious home, demanding the highest standard of comfort, and a floating power plant, whose safety and dependability are essential, Crane piping materials, valves, and fittings have been chosen.

Choice of these materials reflects the designer's careful planning for the comfort of owner and guests, and his watchfulness in assuring the highest degree of quality in every engineering detail which affects the successful operation of the yacht.

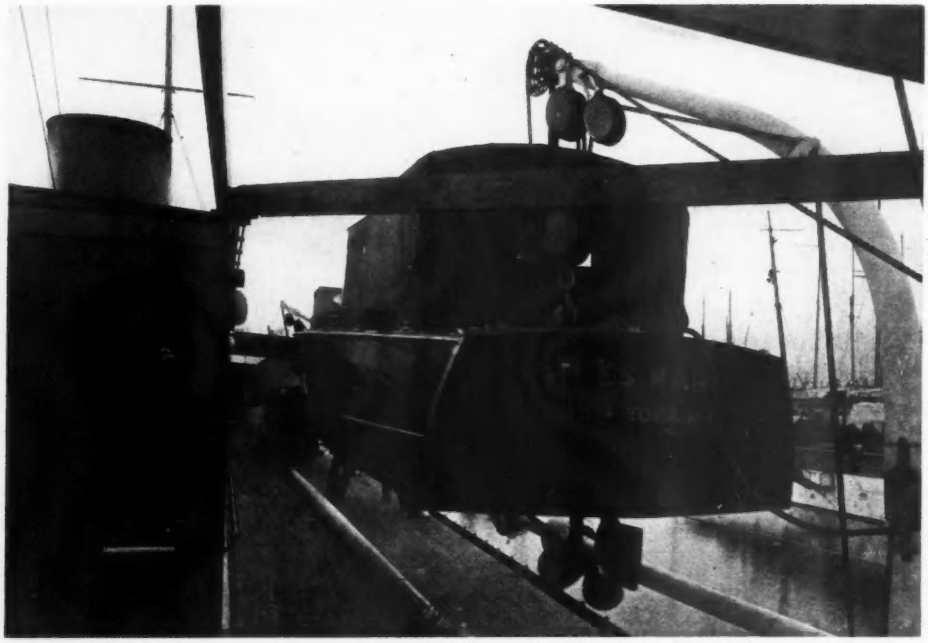
The fact that Crane Co. has specialized in the manufacture of piping equipment for three quarters of a century dictated the choice. Through this long period, Crane materials have been scientifically developed to handle the highest pressures and temperatures known to industry, to serve the gigantic locks of the Panama Canal, to meet needs of marine designers and engines in every department . . . and to serve conveniently and efficiently a lavatory, bathtub, or sink. In short, Crane valves and fittings are accepted as the measure of piping quality in all branches of industry, building, and marine engineering.

For the convenience of its customers, Crane Co. conducts branches and sales offices in 190 cities. The general offices are at 836 S. Michigan Avenue, Chicago. The New York office and a special marine bureau are located at 23 West 44th Street, New York City.

CRANE

CHRIS-CRAFT YACHT TENDER

Hi-Esmaro



CHRIS-CRAFT have always been winners, winning standard motorboat events and winning their way into the hearts of sport-loving yachtsmen. And now Chris-Craft adds the HI-ESMARO to its long tally of pleasure yachts that include Smith-built boats as the most up-to-the-minute yacht tender equipment.

As the owner's special tender this 28-footer, resplendent in polished mahogany and teak, gracefully rides in its davits lending additional charm to the exterior beauty of HI-ESMARO. When free to perform in unrestricted waters, a mere push of the foot releases controlled power equal in energy to two hundred wild horses. At a 40-mile-an-hour speed, if desired, ship to shore trips are made enjoyable with ease and comfort.

Fulfilling its exalted position among HI-ESMARO'S tenders, this special express model lacks nothing in smartness and luxury of interior appointments. Pleasing tones of fabric, furniture and floor coverings greet the eye, effecting mental repose, as one enters the spacious aft cabin.

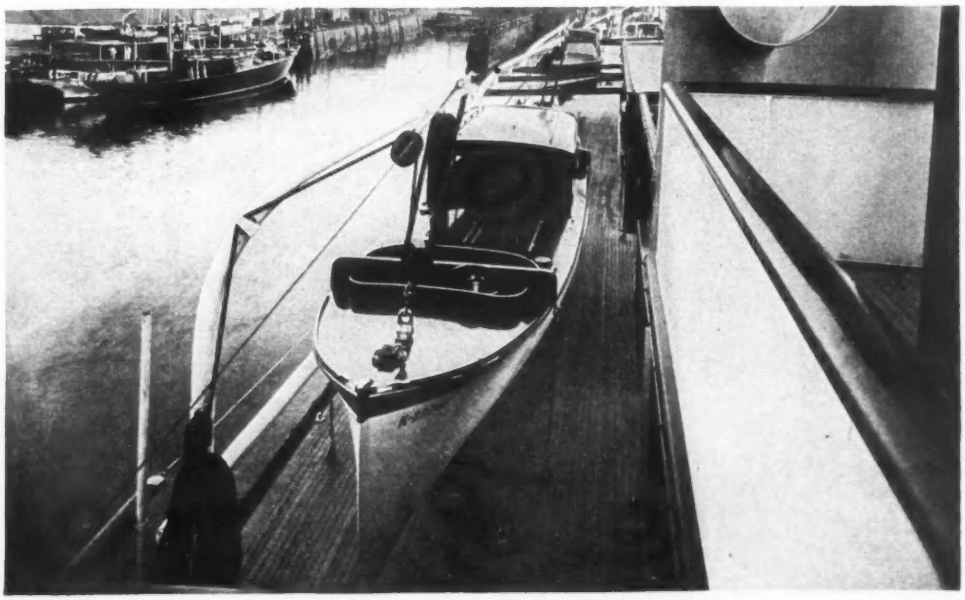
Chris-Craft are the unquestioned choice of foremost sportsmen of the day,—yet they are so easy to handle that anyone with only ordinary knowledge of a motor car may drive one in complete comfort and absolute safety. You can have a motorboat that offers the ultimate in luxurious comfort, in safety, in long life if you will but choose Chris-Craft. No matter what style or type you want, from the fleet runabout to the flawlessly appointed 30-mile an hour cruiser—the craft of your dreams is waiting for you among the eighteen matchless models of the Chris-Craft fleet. No matter where you cruise, Chris-Craft standard service is waiting for you in every port. And no matter in what company you may choose to go, the name Chris-Craft is one that is accepted everywhere—unquestionably a world leader. Choose a Chris-Craft as your motorboat. Learn the joy of the waterways as only Chris-Craft can give it to you.

18 models . . . . . 22 to 38 feet
30 to 45 miles an hour . . . . 82 to 225 horsepower
8 to 26 passengers . . . . . $2,235 to $15,000

Call your Chris-Craft merchant—he will arrange a trial cruise for yourself and party. There's no obligation, of course. Chris Smith & Sons Boat Company, 395 Detroit Road, Algonac, Michigan. New York Factory Branch: 1 West 52nd Street at 5th Avenue.

The Craft of Your Dreams

Hi-Esmaro



KNOWLEDGE of certain needs—which do not alter with the years—prompted the designers to select Kermath Engines as the unfailing motive power for the launches of HI-ESMARO'S tender equipment.

The Chris-Craft tender has a 200 H.P. Kermath.

The 30-foot owner's launch depends on its 100 H.P. 6-cylinder Kermath to perform numerous daily duties—performance which requires speed, staying power, reliability and never-failing dependability in a motor. The crew's tender, powered with a 25 H.P. Kermath, services with prompt dispatch its obligation to the HI-ESMARO. Whatever the duty or destination of either boat may be, the occupants can always depend on Kermaths.

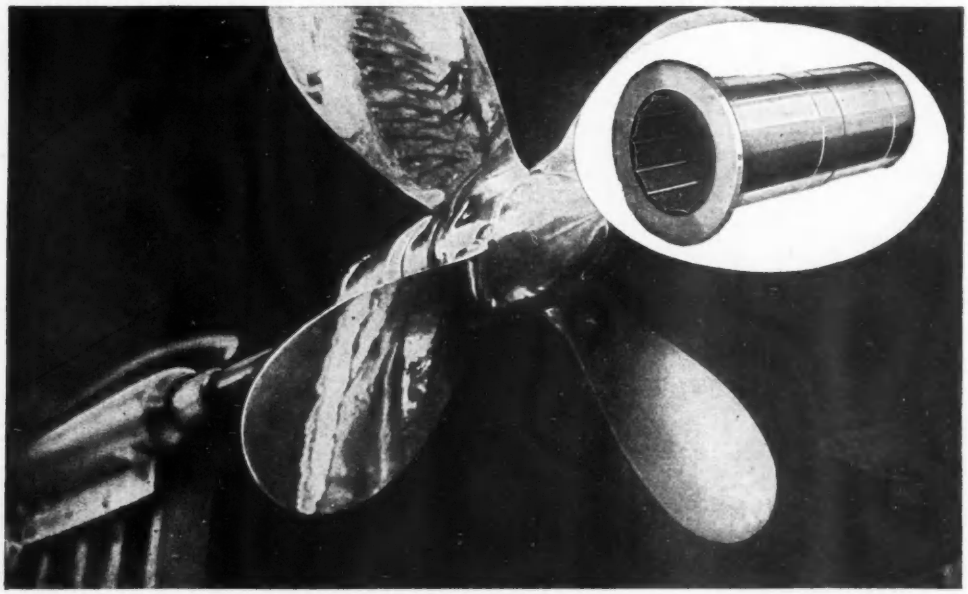
Every year Kermath chalks up red letter days on its calendar of victory and accomplishment. Wherever racing events take place in which stock boats participate, almost invariably Kermaths power the winners. Newport this summer gave Kermath powered Chris-Craft three firsts in a series of four hotly contested stock events. Another speed boat with a Kermath "150" crossed the finish line first in its class—while the Kermath "200" in two other events, placed victory in the hands of its owners. The International Stock Runabout Championship Race at Potsdam, Germany, in June, was won by "Buzzard III," a 26-footer powered with a 200 H.P. 6-cylinder valve-in-head Kermath marine motor. The Italian Regatta at Venice again saw Kermath victorious.

Kermath engines have consistently swept the field—are doing it today. Kermath engineers —Kermath resources—Kermath reliability and performance—are daily tested in the crucible of racing competition. Kermath motors render full-measured results to their owners—everywhere.

The new Kermath catalog describes the complete line. Whether you need a small, medium or large power plant—4 to 200 H.P.—it will pay you to investigate Kermath's outstanding values. Kermath Manufacturing Company, 5893 Commonwealth Ave., Detroit, Mich. New York: 5th Ave. at 15th St. Toronto, Ontario: 90 King Street, W.

· Champions at Home and Abroad

Hi-Esmaro



THE "Miracle in Rubber" that removes your boat from the shadow of the dry-dock.

How gratifying to the owner of HI-ES-MARO in knowing that the service of this queen of the seas will not be interrupted by frequent and costly dry-docking because of worn out propeller shaft bearings.

Goodrich Cutless Bearings—the secret is out!

Selecting Goodrich Cutless Bearings may be viewed as an incidental by the average layman, but to the yacht designer and builder it is most important. That power boats may move, propellers must turn and propellers turn in bearings.

Once upon a time shaft bearings, to function ever submerged, kept marine engineers awake nights devising ways and means to minimize wear and assure proper lubrication. When Goodrich perfected the cutless bearing, this problem was solved by utilizing three characteristics of soft rubber.

1. Remarkable resistance to abrasion
2. Low co-efficient of friction
3. Non-compressibility.

To illustrate the extreme abrasion-resistance of rubber, let's state some everyday occurences to which these axioms apply. Soft rubber automobile tires will withstand the wear of thousands of miles on the same concrete highways that quickly destroy case-hardened steel skid chains. Soft rubber linings used in gravel chutes will outwear *ten* steel plates of the same thickness. Cleaning building exteriors, hose equipment for sand blasts is lined with no other material than soft, resilient rubber.

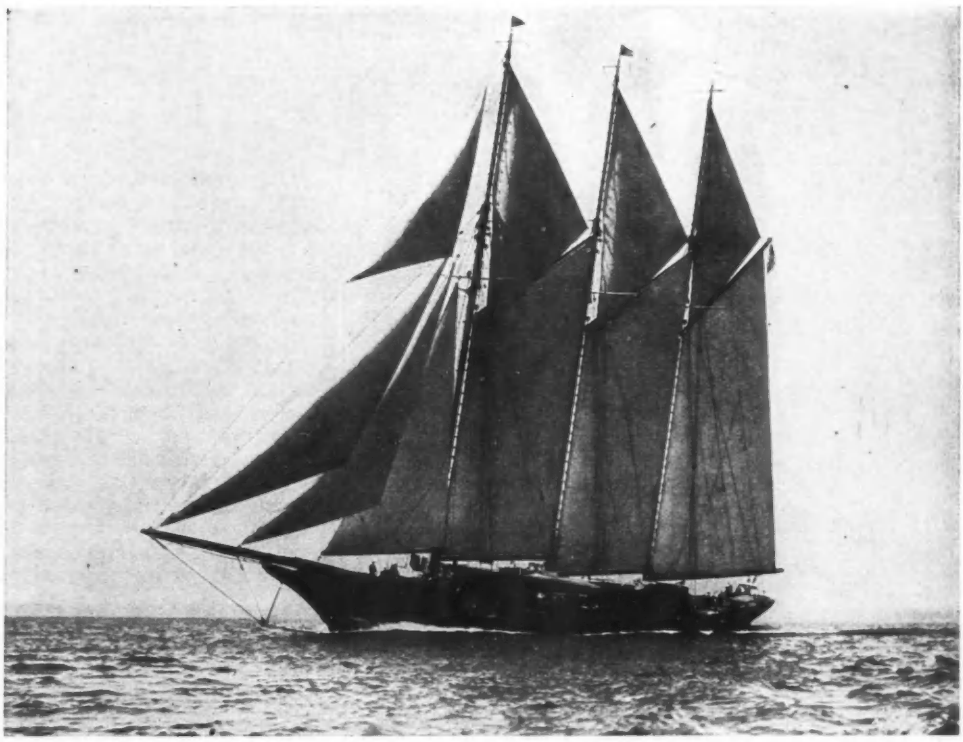
Goodrich Cutless bearings are water-lubricated—the seven seas furnish an inexhaustive supply.

What mars more the tranquility of a cruise than the nerve racking throb of vibration? No matter to what end designers may go in specifying vibrationless engines this precaution is for naught when propeller shaft bearings become defective and worn out. The long life of Goodrich Cutless Bearings is the yacht owner's safeguard against untimely interruptions in his pleasure program.

For complete information and technical data on installations write to B. F. Goodrich Rubber Company, Akron, Ohio.

Goodrich Cutless Rubber Bearings

Hi-Esmaro



HASTILY running through these pages or perusing each with measured attention to every detail, you cannot help but appreciate the quality of thought and expression dominating the photographs—they actually live. There is artistry in modern photography which can be interpreted with the camera only through the eyes of the artist photographer, especially when results deal with marine scenes and photographing fine yachts.

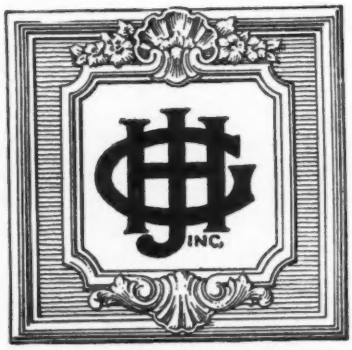
Edwin Levick, Inc., enjoys the distinction of having been chosen as the photographers to make pictures of the HI-ESMARO. A finer tribute could not have been awarded their ability—a testimonial for their thirty years of specialization in the yachting field.

Only a chosen few will have the privilege to board this palatial craft as guests to live in the beauty of its environment and participate in the pleasure and comfort of its appointments. Yet to the countless, interested thousands who will only read of this outstanding achievement in yacht designing, Edwin Levick, Inc., has rendered an incomparable service. In these pictures they can visualize HI-ESMARO as the foremost yachting achievement in 1929.

That the owner may have pictures for his own private albums to pass on to his children's children, Edwin Levick, Inc., has produced masterpieces of artistic photography which reflect, as only these pictures can do, the skill and workmanship of designer, builder and decorator.

HI-ESMARO is only one of many deluxe yachts the photographing of which has been the privilege of Edwin Levick, Inc. In the years to come, as bigger and finer boats are launched, Levick service will keep apace with the demands of time. Those yachtsmen who would like more information kindly direct your communications to Edwin Levick, Inc., 10 West 47th Street, New York.

Photographs by Levick, New York


INC.

EMPIRE MARINE OIL

There's a grade of Empire especially refined for every engine type—every lubrication problem. Here is an oil worthy of your Diesel—yacht, cruiser or outboard. There's an Empire oil for each. Only 100% pure high gravity Pennsylvania crude oil is used in the manufacture of this super marine lubricant. That alone is enough to guarantee satisfactory service—but Empire offers far more —Empire by actual test contains no impurities, has higher flash and fire tests and easier starting qualities than any other marine oil in the world.

In fairness to your engine—use—

—EMPIRE—

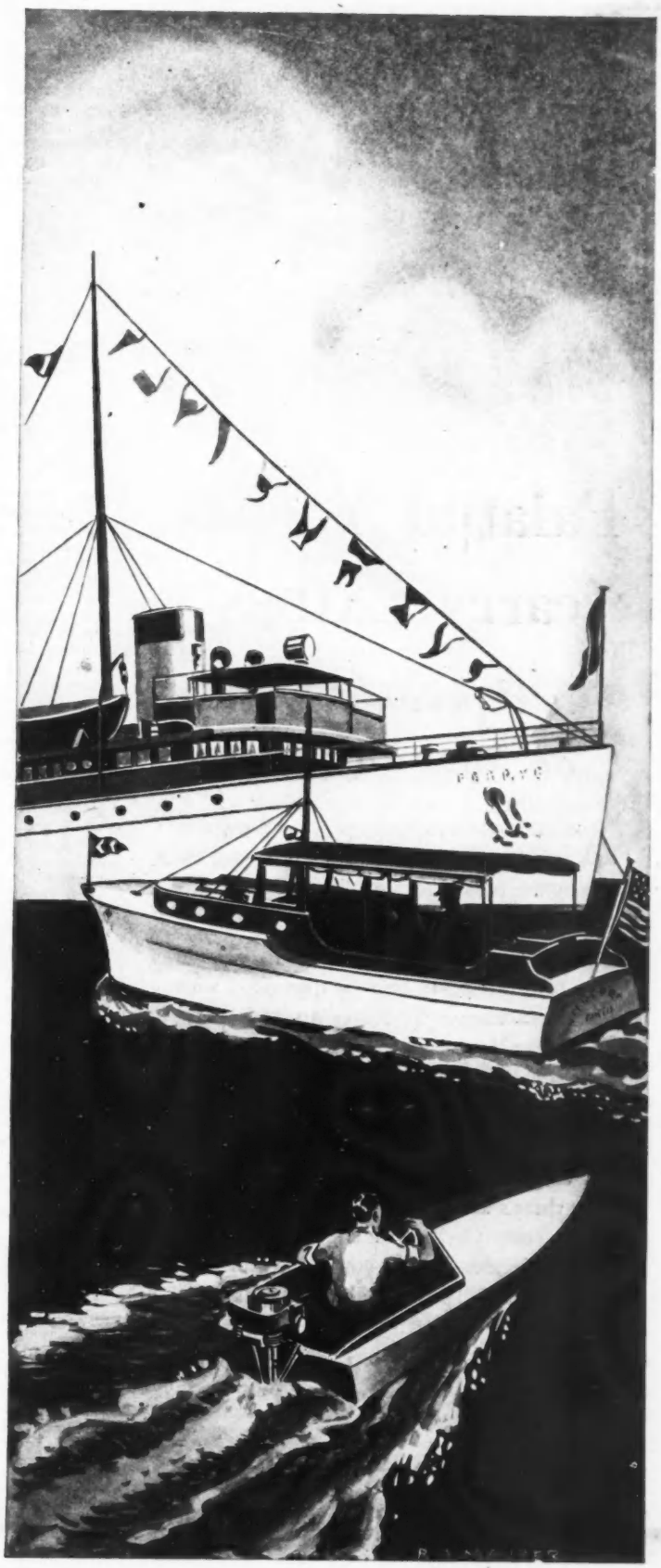
The custom made marine oil

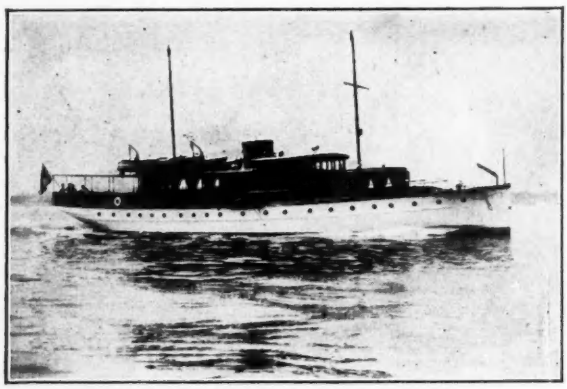
Dealers write today for exclusive proposition.

PENNSYLVANIA PETROLEUM PRODUCTS CO., INC.

PROVIDENCE, R. I.

Permit No. 98





NIRVANA IV, *designed and buil't by the New York Yacht Launch and Engine Company, is equipped with a dependable 60-cell Exide-Ironclad Battery to meet all her electrical needs*

Palatial Yachts carry EXIDES

to dependably meet all electrical needs

ARCHITECTS . . . builders . . . and owners of the majority of largest yachts built during the past year chose Exide Batteries to meet all electrical needs on their boats.

There are good reasons for this. Exide is a name that has been synonymous with battery excellence for forty-one years. And yachtsmen know that Exide Batteries are specially designed by skilled and experienced engineers to perform their many duties steadily, economically and reliably.

In almost every important ocean and inland port there's an Exide representative ready to serve you. Get in touch with him and discuss Exides before you buy your next batteries. It will prove well worth your while.

Exide

MARINE BATTERIES

The Electric Storage Battery Company, Philadelphia

Exide Batteries of Canada, Limited, Toronto

What the Novice Should Know

(*Continued from page* 40)

in buoys as they are almost invariably in their exact location as shown on the chart. However, they must be used with care. Ice or storms with strong tides or winds may succeed in dragging them or may even carry them away completely. Then again they may be sunk as a result of a collision with a passing vessel, although the watertight compartments generally prevent that. So it is very important in using the buoys to check their locations where possible with any surrounding landmarks that may be available, using the chart to determine the proper position.

Then again, some thought must be given to what the government had in mind in certain places in their location of the buoys. It is conceivable that a person might be leaving one harbor and entering another at the same point, so that the systems of buoyage would conflict. Or he might be leaving a harbor and passing up the coast at the same time, so that he might assume that the buoys had been placed for the harbors when in reality they were intended to guide the coastwise vessel. The answer to all such cases is that the only safe way to use buoys which are unfamiliar is to refer to the chart and be sure of what they are supposed to mean. A glance is sufficient to see just where the water lies and the precaution might be the means of preventing an avoidable grounding on some reef or shoal. The same glance is ordinarily enough to size up the general position of the buoy with respect to others and objects on shore perhaps, so that we can readily get all the information we need to go ahead safely with the assurance that we are using the aids as they were intended to be used.

Now we come to the method of designating the different kinds of buoys on the chart. In the first place, it depends on the scale of the chart as to how many of the navigational aids are shown. Obviously there would not be room enough on a small scale chart that shows a great stretch of the coastline, to include every little light and buoy found in all the harbors. Therefore the small scale charts give only the principal lights and buoys required by a craft that is making its way along the shore. For harbor work it is necessary to use the large scale charts—these show in detail the exact location of every buoy and all other aids. Buoys in general are represented on the chart by diamond shapes suitably colored. A small black dot appears immediately below the diamond and indicates the exact location of the buoy. The coloring on the chart is very clear and the nature of the buoy can be recognized at a glance. On the red and black obstruction buoys the chart designation shows the diamond colored red on the upper half and black on the lower. On the white and black the division is longitudinal, one side appearing white and the other black. The distinction between nuns, cans and spars is made by placing the letter N, C or S alongside the diamond, followed by the number of the buoy. Thus S 2 would be a red spar numbered 2; red because 2 is an even number. Entering a harbor we would leave it on our starboard side. C 3 would represent a black can numbered 3, to be left on the port side, entering. N 4 would be the designation of a red nun number 4, found on the starboard side of the channel as we come into port. Lighted buoys are indicated by a star instead of a dot alongside of the diamond together with symbols to describe the characteristics by which they may be recognized. Bell and whistling buoys have the words bell and whistle written on the chart and spindle beacons have a short line and dot similar to an exclamation point together with the word spindle. Buoys used to mark the stations of light vessels are marked L V with the initials of the vessel.

We still have lighthouses and lightships to consider. Everyone is familiar with the appearance of a few, at least, of the lighthouses that appear along our seacoast and inland lakes. The lightships may not be quite so familiar on account of their locations offshore but the purpose they serve as a beacon for the guidance of mariners is much the same as that of the lighthouses, the only difference being in their locations; one at sea and the other ashore.

The purpose of lighthouses is of course to provide beacons which will mark the entrance to harbors and channels, warn of obstructions and dangers, and serve as a mark by which vessels may fix their positions in approaching land or in making their way along shore. Along the seacoast our lighthouses are kept in operation both summer and winter between the hours of sunset and sunrise, while the lake beacons are operated only when traffic is not stopped by ice.

Lights in general are of two types—attended and unattended, depending on whether keepers are required to be on hand at all times to maintain them. The unattended class consists principally of the smaller beacons while lighthouses are almost invariably attended, although the modern automatically operated beacons have been developed to such a high state of efficiency that they are being used more and more to replace stations that formerly required the service of a keeper.

(*Continued on page* 124)

Advertising index will be found on 3rd last page

ROBINSON *Seagull*

Is Completely Equipped with

MARINE SPECIALTIES

ERICO-KAINER

The World's Finest Motor Craft Equipment

STREAMLINE SIDE LIGHTS
Polished brass or nickel silver

DRAG LINK STEERER
Bronze and nickel silver. Walnut rim

DECK PLATE
Iron pipe size. Polished bronze

SHALLOW ELECTRIC DOME LAMP
Cast bronze, hingeless, with silver-plated reflector and ornamental frosted globe

STREAMLINE BOW LIGHT
Polished brass or nickel silver

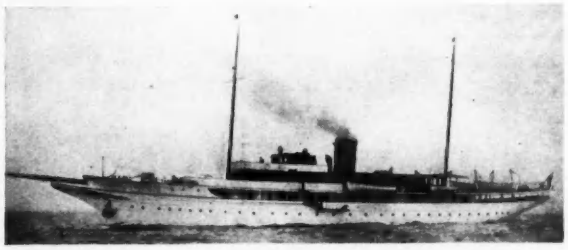
ERICO-KAINER Marine Specialties play an important part in the impressive beauty and completeness of the 39-foot Seagull express commuter built by the Robinson Marine Construction Company, of Benton Harbor, Michigan.

These modern motor craft specialties are widely used on all types of standardized and custom-built boats, because they are not only the most practical and efficient, but also the most durable boat fittings you can buy. They are carefully manufactured of cast brass and nickel silver, are beautifully finished and stylishly designed to harmonize with modern naval architecture.

Erico-Kainer products are not mere accessories, but fittings that are essential for safety and maximum boating comfort. Write today for our catalogue illustrating the complete Erico-Kainer line with detailed specifications and price list.

ERICO-KAINER COMPANY
763-767 MATHER STREET, CHICAGO, ILLINOIS

CUMMINS
DIESEL ENGINES
for
Main or Auxiliary Power



Hi-Esmaro, 267 feet, designed by Henry J. Gielow, Inc., and built by Bath Iron Works, is equipped with a Cummins Model U six-cylinder 30 K.W. electric generating set.

CUMMINS Diesels excel for electric generating sets on large yachts, auxiliary power for sailboats and as main power plants on cruisers up to 75 feet in length.

Economical—Smooth—Quiet
Cleanly—Odorless—Safe

One to Six Cylinders
8 to 170 H. P.
Generating Sets 5 K.W. to 85 K.W.

Model U - 2, 3, 4 and 6 cylinders
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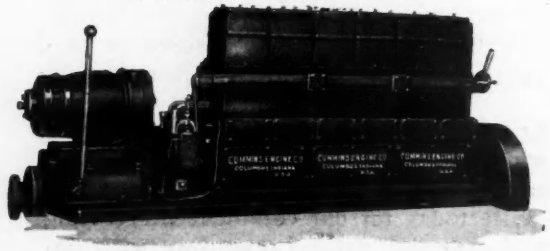


"The Fuel Is Prepared"

CUMMINS ENGINE CO., Inc.
Columbus, Indiana

Cummins Diesel Engines
French Bldg., Fifth Ave. at 45th St., New York, N. Y.
Telephone: Murray Hill 6065

What the Novice Should Know

(*Continued from page* 122)

The usual form of lighthouse is ordinarily a brick or frame tower used to house the light, together with a dwelling for the keeper in another building, sometimes detached and sometimes connected with the light tower. For the light, an incandescent oil-vapor lamp is commonly used, burning vaporized kerosene for fuel. The unattended beacons ordinarily burn acetylene, such as is used in lighted buoys. Electric arc and incandescent lights and coal gas lights are sometimes used, and in a few cases where the source of current is reliable, electric lights with distant control.

The towers themselves are always given a distinctive shape or marking so that they may be identified easily from a published list of all lighthouses, beacons, etc., known as the Light List. One, for example, may have a wide black spiral band painted around a white tower. Another may be distinguished perhaps by broad horizontal black and white stripes, and so on.

Distinctive markings assist in identifying the lighthouses by day and a variation in the appearance or color of the light is used to distinguish them at night. This is what is known as the characteristic of the light, already referred to in connction with gas buoys. For example, a light may be fixed, flashing, or occulting, or a combination of any of these. Then too ,the color of the light may be changed, making it of the alternating type. To sum up the descriptions of the various kinds briefly, a fixed light is one that shows a steady, continuous light; flashing indicates that a single flash is shown at regular intervals; fixed and flashing is a fixed light varied at regular intervals by a flash of greater intensity. Group flashing, as its name implies, signifies a group of flashes at regular intervals. Occulting, as distinguished from flashing, indicates a steady light eclipsed at regular intervals, the period of light being equal to or longer than the period of eclipse. Group occulting is produced by a steady light, eclipsed periodically by a group of two or more eclipses. Alternating lights are those which change color. White, red and green are the colors used so that a great number of different combinations are possible, with very little duplication of the same characteristics for two different lights and then only at widely separated geographical locations. As a result, the likelihood of mistaking one light for another is practically eliminated. The flashes of a light are produced by a revolving lens in which certain panels concentrate the light rays into beams; occultation is accomplished by having a screen or shutter revolve about the light so that it is eclipsed at regular intervals.

Range lights are used frequently for entering a harbor or in maintaining a straight course down a narrow channel. They consist of two lights located in an exact line with the course to be steered. The rear range is placed somewhat higher than the near one so that as long as one light appears directly below the other, the boat is on the range. If it should get off the course, one light will appear to one side of the other.

Lighthouses are shown on the chart as a star surrounding a small dot within a circle and in order to make them stand out clearly they are printed over a yellow circle. Lightships are also shown on a yellow tinted area with a small symbol representing a vessel and light. The information given concerning whether or not the lightship is equipped with a submarine bell is of little consequence to the navigator of a small boat, inasmuch as the reception of such signals requires the use of a sound receiving device, generally found only on the larger vessels.

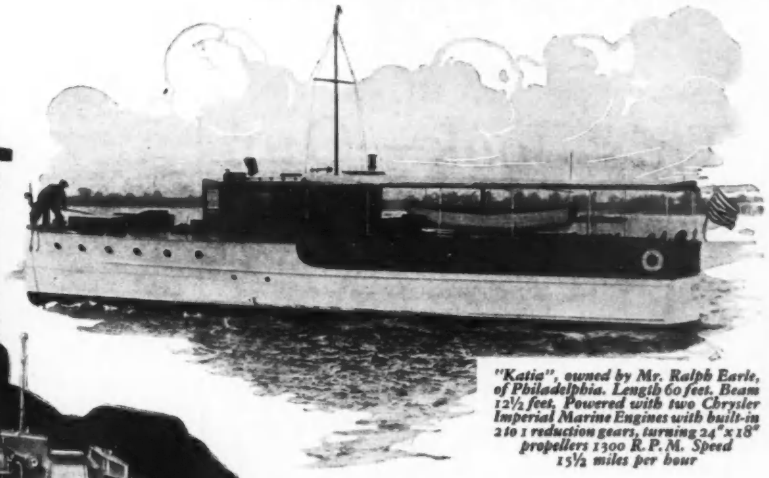
The perusal of a chart will often reveal certain lights from which two dotted lines radiate, connected by a heavy red line labeled red sector. This red sector is an area from any point of which the light will show red. The particular value of this is in places where there are outlying dangers such as rocks and shoals. By placing a red screen over the arc of the lens which covers this area, a boat passing withing range of the light knows that it is safe as long as the light appears white. When it shades into red it is getting into the dangerous area and must watch its course. While there is a sharp line of demarcation between the white and red screen at the light itself, to a boat some distance away there is no such definite division due to the refraction of light. The white light gradually takes a rosy hue and shades off gradually until it is clear red. The point to watch here then is to use caution if there is any suggestion of red in the appearance of such a beacon.

The range of visibility is another point of information given by the chart for the more important lights. Visibility is something which depends on two factors; the geographic range, dependent upon the height of the light and the luminous range, conditioned by its intensity or candlepower. It is readily seen that with a constant curvature of the earth, a light at a height of 150 feet will be seen a great deal further than another at 100 feet. Generally the luminous range is considerably greater than the geographical range, the visibility being limited only by

(*Continued on page* 126)

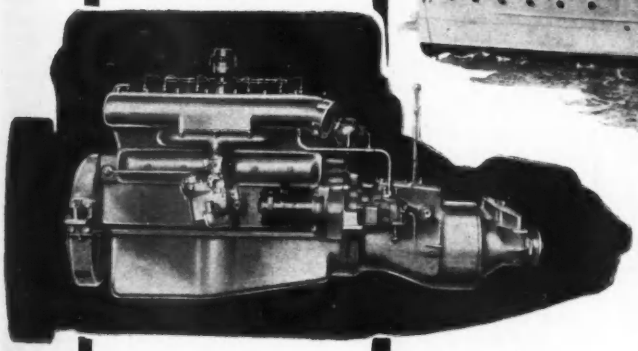
PERFORMANCE FACTS

CHRYSLER REDUCTION GEARS VERSUS HEAVY-DUTY ENGINES



"Katia", owned by Mr. Ralph Earle, of Philadelphia. Length 60 feet. Beam 12½ feet. Powered with two Chrysler Imperial Marine Engines with built-in 2 to 1 reduction gears, turning 24"x18" propellers 1300 R. P. M. Speed 15½ miles per hour

Below—a graphic illustration of the difference in size and weight between "Katia's" former heavy-duty power plant and her present Chrysler reduction gear engines.



SAVINGS

First cost (*engines only*) approx. $2600
Weight . . . . 2800 lbs.
Space (*eng. room*) 3 ft. shorter
Fuel (*approx.*) . . . 10%

A booklet describing Chrysler Marine Engines with built-in reduction gears may be obtained from us or from any of our distributors listed below.

THE pronounced advantages of Chrysler reduction gear engines over so-called heavy-duty types are clearly illustrated by the performance of "Katia".

Not only is she a faster boat, but her increased speed has been accompanied by smoother, quieter operation.

Read the paragraph at the left, which summarizes the more important savings enjoyed by "Katia's" owner through the installation of Chrysler 2 to 1 reduction gear engines.

ATLANTIC RADIO & MARINE CO., INC.
Boston, Mass.

MARINE EQUIPMENT & SUPPLY CO., INC.
Philadelphia, Pa.

YACHT & MOTOR SALES CORP.
Wilmington, Calif.

HALL-SCOTT MOTOR CAR COMPANY
Seattle, Washington

J. H. HUTCHINSON
Alexandria Bay, New York

SYRACUSE MOTOR CAR CO
Marine Division, Syracuse, N. Y.

Chrysler MARINE ENGINES

CHRYSLER MOTORS PRODUCT

This Book—Our Gift to You!

The new Yachtsman's Guide is the only complete, up-to-the-minute yachting encyclopedia published. It contains 500 pages crowded with just the sort of practical information every motor-boat man wants. A copy of this invaluable volume should be aboard every boat and in the library of every yachtsman's home—on hand for immediate reference at all times. The following list gives you merely a partial glimpse of the wealth of material this book contains. Read it—then send for your copy at once!

- All about engines—installation, ignition, vaporization and operation.
- Hundreds of helpful hints on outfitting and overhauling.
- More than 100 Motor Boatmen's Charts for the entire Atlantic Coast, Great Lakes and Canada.
- Marine Laws—Rules of the Road at Sea.
- What to do if the motor stops unexpectedly.
- Times of high and low water and direction and velocity of tides in all ports.
- Latitude and Longitude Tables, giving locations of over 1,000 points.
- All kinds of marine codes, flags, etc.
- Details of hundreds of cruise routes, description of ports and channels, marine signals, codes, flags, etc.
- Characteristics of lights, buoys, fog signals, etc.
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- What to do in a storm—to prevent collisions.
- How to organize a yacht club—Constitutions and By-Laws and many other helpful features.

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(Remit now and an extra issue will be added to your subscription.)

Postage outside of U. S. and Canada $1.00 extra a year.

What the Novice Should Know

(*Continued from page* 124)

the horizon. In certain atmospheric conditions, the glare of a light can be seen far beyond its geographical range of visibility.

Another point to bear in mind when lights are seen from a great distance is that the observer may be deceived by lights of varying intensity. At a great distance, for example, a fixed and flashing light may appear like a flashing light only, or possibly as a fixed light only. In the same way an alternating red and white light might look like a flashing white light due to the red light's being obscured at the great distance. Again, a flashing light might show a faint continuous glow between flashes on account of a reflection of light from the lantern. So always be sure in identifying a light in the Light List that you are not being deceived as to its true characteristic.

Formerly, lights were classified according to their intensity on the basis of whether they were of the first order, second order, third or fourth. This classification has given way to a statement of the approximate candlepower, which is a better means of comparison.

Wherever an important light is required at sea where a lighthouse would not be feasible on account of the depth of water, the lack of a good foundation or any other cause, the government establishes a lightship. They serve to warn of dangers at sea, mark the approaches or entrances to harbors and are also stationed at important turning points in the courses of vessels. One respect in which the lightvessel is superior to the lighthouse is the fact that it may be so located that passing vessels can lay their courses close to it, so that a more accurate check on position is secured than with a lighthouse, which might be passed several miles off. Then too, a lightship may be shifted whenever necessary, to meet changing conditions of channels and shoals, or may be located in deeper water for the guidance of vessels of heavier draft.

The lightships, like lighthouses, are given distinctive shapes and markings for the purpose of identification. The name of the station is painted in letters just as big as is practical and unusual rigs are carried with various shapes such as balls and cage work at the mastheads. They are also assigned international code signal letter flags, signifying the station's geographical location, which may be displayed to passing vessels as a warning signal. The old wooden ships of the service with fog signals consisting of horns and bells struck by hand, have been replaced with modern steel vessels supplied with their own power and equipped with powerful steam whistles and pneumatically operated submarine bells. Many of the stations today also carry radio equipment by means of which they send signals at definite intervals which passing vessels can pick up and plot their position from compass bearings of two or more stations. This last feature is a particularly valuable one and receiving sets are being made today especially designed to be compact and small enough to make them suitable for installation on small cruisers.

These ships of course require overhauling from time to time, and during the period that they are being serviced, relief ships are put on the station. They are equipped to show the same type of light and give the same fog signal but the word relief is painted on the side. As an additional mark of identification, an oval shape is shown as a day mark, carried on the spring stay between the masts, when the vessel has more than one mast.

In speaking before of the identification of lights, we had occasion to refer to the Light List, which is one of several government publications of great value to a navigator. There is also a Buoy List, Coast Pilot, Tide Tables, Charts, Notice to Mariners and a general catalogue describing the government publications. All of these cost but very little and the boatman is well repaid for the small expenditure when he carries aboard the ones that he requires.

The Light List includes all lighted aids to navigation maintained under the jurisdiction of the United States Lighthouse Service, whether they be lighthouses, lightvessels, lighted beacons, or lighted buoys, together with all fog signals. No unlighted buoys or beacons are listed. All necessary information concerning each light is given, including its name, character, period of light, location by latitude and longitude, height above high water, range of visibility, candlepower, a description of the structure, vessel, or buoy with the height of the lantern above the base, the fog signal, and special remarks which cover the period of light and eclipse, and areas covered by red sectors. The range of visibility as given in the list is computed on the basis that the observer's eye is fifteen feet above water level.

The Buoy List, instead of being issued in one section which covers the entire Atlantic and Gulf Coast, as does the Light List, is separated into smaller geographical districts and contains in addition to the material on the lighted aids covered by the Light List, complete data on all unlighted buoys and beacons. The territories covered by each division correspond generally to the lighthouse districts and the data is intended principally for local

(*Continued on page* 128)

Advertising index will be found on 3rd last page

You Can Buy No Finer Boat

Vinyard

50 and 55-Foot
TWIN-SCREW MOTOR YACHTS

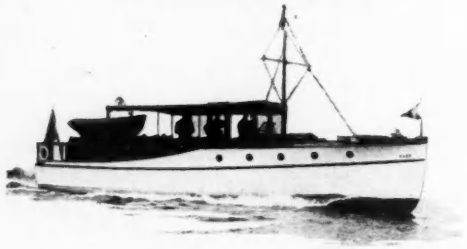
FIFTY-FIVE feet of sea-going luxury with every comfort and privacy of home—that's the Vinyard 55-foot Twin-Screw Motor Yacht. Its staunch custom-built construction, its many thoughtful refinements, its roominess and completeness of accommodations, with the very latest of yacht fittings, lift the Vinyard out of the standardized class to a niche of its own. You can buy no finer boat of its size for year-around cruising.

Living quarters for eight to ten people. Large deck house. Congenial dining saloon. Canopy-covered after-deck. Spacious galley with electric refrigeration and hot water heater. Delco lighting plant and running water to all outlets in galley and lavatory. Beautifully finished cabins furnished with carpets and silk curtains. China and silver service for eight people. And, Sterling powered with two 150-H. P. motors.

VINYARD
SHIP BUILDING COMPANY
Designers and Builders of Yachts and Cruisers of the Highest Class
MILFORD, DELAWARE

Immediate Delivery on These Famous

RUDDOCK CRUISERS



FORTY-SIX FOOT BRIDGE DECK CRUISER

This twin-screw cruiser of the finest custom construction is fitted with the most modern accessories and conveniences. Its exceptionally roomy accommodations forward include a private stateroom for one person and a cabin for four people, each with private lavatory. Aft cabin has two built-in three-quarter berths, bureau, linen closet, lockers and lavatory. Natural finished mahogany trim. One-inch cedar planking; brass screwed. Homelite 32-volt generating plant, electric bilge pump, screens for all windows, ports and hatches are standard equipment. Power is furnished by two 65 H.P. Kermath engines.

THIRTY-FOOT COMBINATION TENDER, FISHING and TOW BOAT

A rugged and fast craft designed especially for Florida fishing, tender and towing service for sail boats. Framed with oak, planked with cedar, and fastened with brass screws. Interior finished throughout in mahogany. All castings are of manganese bronze. Self-bailing forward cockpit for two persons. The cabin has a spring berth on the port side and ice box for fish on the starboard side. Large enclosed lavatory in addition to a cook stove and galley sink. The steering gear is connected to tiller by rod doing away with cables. Special imported green windshield glass diminishes glare of sun rays. Six cylinder 100 H.P. Kermath motor gives speed of about 18 M.P.H.

These boats, backed by 59 years' experience devoted to custom-built craft, represent the finest in naval architecture and construction. They are genuine products of the famous Ruddock organization.

Write today for full information. Will consider taking in trade smaller boats of standard make.

The
W. F. Ruddock Boat & Yacht Works, Inc.
GREENWICH, CONN.

What the Novice Should Know

(*Continued from page* 126)

information, supplementing the government charts of that locality.

The Coast Pilot might almost be called a necessity aboard the small boat. This is a book published in several parts, which gives detailed sailing directions for every harbor along the coast, even those into which small boats of only a few feet draft are able to navigate. This information is particularly helpful in locating harbors in which to seek shelter in bad weather. Data is also supplied concerning points where supplies and provisions may be obtained and where facilities for overhauling and repair are available.

Charts and their use have already been discussed in a previous article of this series, and their value cannot be over-emphasized. A copy of each of the charts of the locality in which you are cruising should certainly be aboard, and should also be kept up to date. Shoals and channels shift and changes in buoyage are made constantly to meet these conditions. For the purpose of informing boatment of these changes, a weekly sheet is prepared called the Notice to Mariners. The corrections contained in this may be noted or pasted on the chart, until such time as the number of corrections or the age of the chart makes it advisable to replace it with a later issue.

Tide Tables are published by the Department of Commerce for the Atlantic and Pacific Coasts separately, as well as in a general volume covering both. These tables contain the predicted time of high and low water for every day of the year in a number of different principal seaports. In addition to this, a great number of secondary points are listed for which the tides may be computed easily by reference to their time before or after the nearest point which is listed. Needless to say, this material is very useful and can be used both in home waters and in cruising.

A complete summary of all the publications of the Coast and Geodetic Survey of the Department of Commerce may be secured from any of their offices in various parts of the country. This is in the form of a catalogue which contains a list of Coast Pilots, Charts, Tide Tables, etc. Maps and indexes are found in it which make it an easy matter to determine the numbers of the charts covering any area, together with their prices, and reference to it will help the boatmen to select the publications he requires.

(*To be concluded*)

The 30-foot Ruddook tender and fishing boat

A COMBINATION TENDER AND FISHERMAN

There is a yard in Greenwich, Connecticut, which has always prided itself on the production of husky, well-designed boats which would be a source of complete satisfaction to their owners, and which would leave nothing at all to be desired in the way of performance and ability. That yard is the W. F. Ruddock Boat and Yacht Works, widely celebrated for the quality of craft it turns out.

The Ruddock combination tender, fishing and tow boat is a worthy craft to bear the Ruddock name. She is a handsome thirty-footer, ruggedly built, yet capable of a speed of 18 m.p.h. under the powerful urge of a dependable six-cylinder 100 h.p. Kermath. She has a trim raised deck forward with a comfortable self-bailing forward cockpit, of generous proportions for two persons. The after cockpit is well protected by a non-glare windshield behind which a neat canopy is arranged.

Construction is of the finest. Cedar planked over an oak frame, it is fastened with brass screws and finished inside with mahogany. While it is not intended to be a cruising boat, a comfortable spring berth is fitted on the port side of the cabin.

The design of the craft is such that she is well suited to a variety of purposes.

Advertising index will be found on 3rd last page

Lyon-Tuttle Yacht Yard

The Most Complete Yacht Service Organization in New York

THIS modern yacht yard specializes in service, repairs and maintenance work on high class commuters, cruisers and runabouts. It is not only manned with expert labor for every operation, but has developed many unusual facilities with time and labor-saving equipment not found in any other yard. Lyon-Tuttle patrons benefit in economy and satisfaction.

Hauling	**Installations**	**Ship Carpenters**	**Painters**	**Blacksmiths**
Storage	**Alterations**	**Joiners**	**Finishers**	**Welding**
Repairs	**Motor Repairs**	**Millwork**	**Caulkers**	**Tinsmiths**
Fitting-Out	**Machine Work**	**Upholsterers**	**Riggers**	**Electricians**

A personal inspection of our organization is invited.
We will be pleased to estimate on your work

THE LYON-TUTTLE CORPORATION

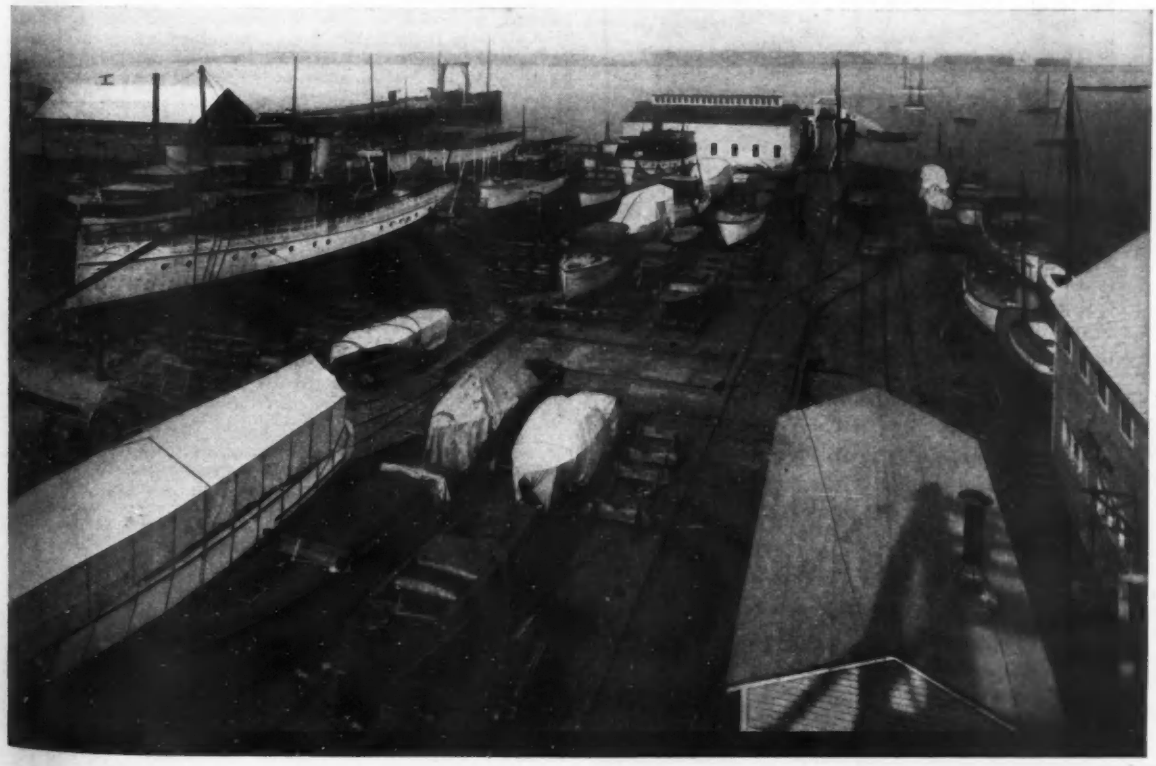
King Street, City Island, New York City
Telephones: City Island 1645-1646

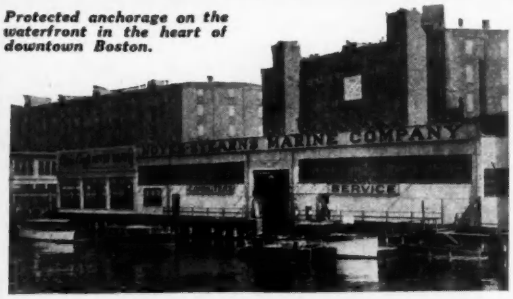
SHOWROOMS

HOWARD W. LYON
INCORPORATED

HOTEL BARCLAY — **532 Lexington Ave. (at 49th Street)** *Telephones: Vanderbilt 4445-4446* — **NEW YORK**

SEA-LYON RUNABOUTS





Protected anchorage on the waterfront in the heart of downtown Boston.

A Service to NEW ENGLAND Boat Owners Unequaled Anywhere

ON DISPLAY:
Chris Craft
A.C.F. Cruisers
Wheeler
Sea Skiffs
Sailboats,
Tenders and
Outboards

Write for our list of used boats.

Before you order your next season's boat first investigate our service!

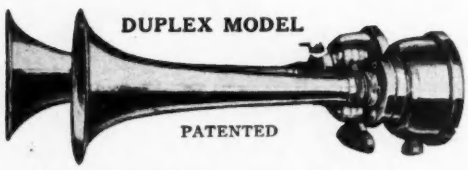
Boston's finest waterfront service station offers you everything from protected anchorage to quick service by skilled mechanics day or night.

New England's largest marine headquarters invites your inspection.

Noyes-Stearns Marine Co.

Marblehead BOSTON Hartford

Waterfront Commuters Service
305-313 Congress St.



compressed air marine signal

TOUCH the button or cord and your **Strombos, the long distance marine signal,** speeds messages far ahead, penetrating wind, fog, storm and noise. Distinctive, pleasing tone aids clear reception. Made in 15 models and tones, for all types of sea, river and lake craft, with curved and straight projectors, of polished brass, nickel or chromium. Operates from pet cock or air tank.

DEALERS:

Selling Strombos signals satisfies your customers and yourself. Write!

J. THOS. RHAMSTINE*

Successor to American Strombos Co.

504 Woodbridge East Detroit, Mich.

STROMBOS

Imp Wins President's Trophy

(*Continued from page* 43)

C. Roy Keyes' two runabouts, Carenaught and Curtiss Wilgold III, finished one-two in both the race for the Secretary of the Navy Cup and the one for the Displacement Free-for-All.

One of the features of the Washington regatta was the performance of the 151 hydros, both in the limited and unlimited classes. These little boats have come to the front very rapidly this year, both in performance and popularity. They are now always ready to start on time, run through to the finish and furnish competition that stands one's hair on end. At Washington seven 151's ran in the limited class and eight in the unlimited —as good a field as have got together at any regatta. Little One II, owned by R. D. Sheldon, took first in the limited class, but only after spirited competition. Elmer H. Johnson's Sparrow V, in the unlimited division, repeated her performance at other important regattas this year and took first place.

The outboards were out in great force but no speed records were broken. Julius Herbst, in a boat of his own manufacture, carried away the Class B trophy. L. E. Palmer was first in Class C and a boat owned and built by the Curtiss Bros. of Norfolk, Virginia, won in Class D.

A complete summary of the racing results was published on pages 164 and 166 of October MoToR BoatinG.

An Historic Shipyard Reopens

(*Continued from page* 41)

and Palmer Scott. Traditionally fine Mystic shipbuilders experienced for past generations round out a fine organization.

This same Mystic shipyard was founded in 1854 and is most noted for the construction of the illustrious American Clipper Ship Andrew Jackson, which was built here in 1855. The ships Andrew Jackson and Flying Cloud were the fastest ever built and the keen rivalry between these two vessels was known all over the world. However, records give Andrew Jackson credit for the fastest time around Cape Horn from New York to San Francisco in a voyage in 1860, when she sailed this great run in 89 days and 4 hours, or 4 hours faster than fastest time of Flying Cloud. The yard was run continuously until the late war for sailing craft and since that time has been idle. However, Mr. Macloon is installing a new 100-ton marine railway and is building many new docks, which will make it as complete as any on the North Atlantic Coast.

CAPE COD'S MARINE SERVICE STATION

In the early part of June of this year a marine service station and boat salesroom was opened at Harwichport on Cape Cod by E. Donald Dodge. Mr. Dodge completely shattered prevailing traditions by erecting a most attractive building, planned according to the typical Cape Cod style, in which visitors and

The comfortable marine service station of Donald Dodge at Harwichport on Cape Cod

prospective purchasers might feel quite as much at home as they would in their own cottage. His idea was to provide a service station where a boat buyer or boat owner could secure anything in the way of service that he might desire, similar to the facilities found in the average up-to-date automobile garage. His ideas have proved to be well founded and he has done a very thriving business throughout the summer with indications that the succeeding year will be even more prosperous.

His establishment is known as the Allen Harbor Marine Service. No boats are built at this service station but complete facilities are offered for every conceivable kind of overhauling and service job. In addition a complete line of Dodge Wartercars and Corsair Cruisers is carried together with family and racing type outboard hulls as well as motor boat supplies and accessories of every kind. So successful have Mr. Dodge's activities been that he now proposes to open up the Nantucket and Martha's Vineyard territories to his service, where interest in boating has been steadily increasing.

Advertising index will be found on 3rd last page

W. & J. TIEBOUT *says:—* "76% of all our customers sell or use KUHLS *E-l-a-s-t-i-c Seam Compositions!*"

For many years W. & J. Tiebout have distributed marine supplies to the best known dealers, ship chandlers and boat repair yards in the East. So, when they write "76% of all our customers sell or use H. B. KUHLS' Elastic Seam Compositions"—no finer recommendation could be obtained.

To establish and maintain such an amazing record over a number of years, a product *must* be superior—with quality that withstands tide, tempest, temperature and even time itself!

Your boat also needs the protection that only KUHLS' Elastic Seam Composition on the decks and KUHLS' Elastic Seam Composition No. 2 on the hull can give. They defy the danger of swelling and shrinking, wringing and twisting. Once applied, these compositions become part of the woodwork, semi-hard but never brittle, yielding to expansion and contraction but *always* adhering.

KUHLS' Compositions were used on the tow astest boats in the world—the "Miss Americal VII" and "Miss America VIII" as well as al ther models of GAR WOOD Boats.

"Until a better composition is found, KUHLS will continue to be used by this company."

Builders of
CHRIS-CRAFT Boats

H·B·FRED KUHLS

E·l·a·s·t·i·c Seam Compositions

65th Street and 3rd Avenue,.....Brooklyn, N.Y.

TIEBOUT DEALERS Who Sell Kuhls

Hughes-Drake Auto Supply Corp.
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S. T. Preston
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George E. Hall
City Island, N. Y. C.

City Island Paint & Decorating Co.
City Island, N. Y. C.

Feuerbach & Hansen
Brielle, New Jersey

Alder & Dobler
Cedarhurst, L. I., N. Y.

E. H. Berry
Toms River, New Jersey

Armstrong & Son
2582 Third Ave., N. Y. C.

New Jersey Boat Exchange
Seaside Park, New Jersey

Chatfield Marine Garage
Freeport, L. I., N. Y.

Long Island Shipyard
Port Jefferson, L. I., N. Y.

W. E. Abrams
Huntington, L. I., N. Y.

H. W. Sweet Shipyard
Greenport, L. I., N. Y.

H. B. Nevins
City Island, N. Y. C.

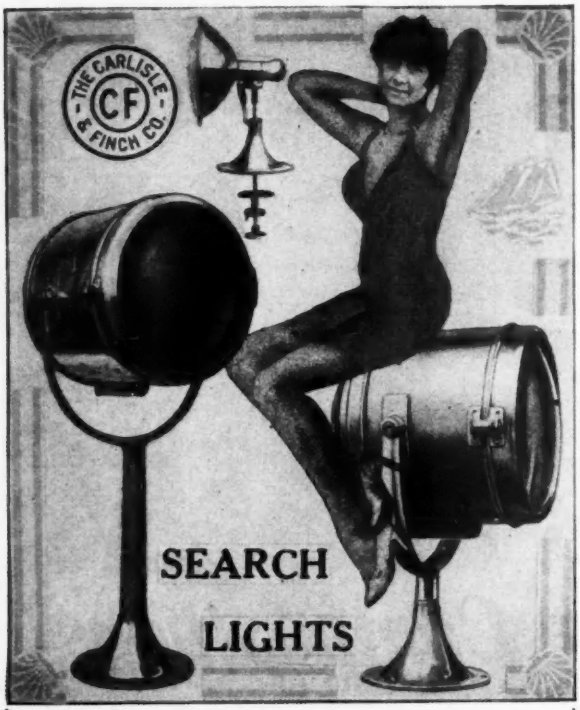
Banfield Sea Skiff Works
Atlantic Highlands, N. J.

Humphreys S. B. Corp.
Keyport, New Jersey

Edward Fell Jardine Co.
Atlantic City, New Jersey

Morton Johnson
Bayhead, New Jersey

Staples, Johnson Co.
Biddeford, Maine



For safety at night, put a Carlisle & Finch searchlight on your boat. Project a powerful beam to great distances.

Catalog I—Incandescent Catalog A—Arc

THE CARLISLE & FINCH CO.

261 E. CLIFTON AVENUE CINCINNATI, O.

PHILIPPINE MAHOGANY

The Premier Boat Building Wood

2,000,000 feet

In Stock

All Thicknesses

Dry . . . For quick shipment by steamer or rail direct from New York.

Any Quantity

From one board to a carload.
Wood practically Clear.
Good widths and lengths.

Let us quote prices

BLACK & YATES, INC.

Paramount Building

Times Square New York, N. Y.

Phone: Longacre 1345

Yard: Brooklyn, N. Y.

Gotz a Novel Outboard

(*Continued from page 52*)

When I began the design of Gotz I had an idea of covering the two engines. The covering makes a lot of complications and after all these little machines seem to run through the heaviest kind of downpour, and spray almost never bothers them. Covering to be of any use is difficult to fashion and brings up the problem of get-at-able-ness. Better, I think, to hitch the engines on the stern as shown. At night they can be covered with well made waterproof canvas covers.

There is a lot of room under the after deck for the storage of life preservers and this is a place where they are quickly reached. Far too many folks carry life preservers in the most inaccessible places, under the cabin floor, under lockers which are difficult to get into, and similar places. All of which is not seamanlike, sensible or safe.

The tillers of both motors will need to be connected with a suitable yoke and then connected to the steering wheel with flexible wire tiller rope; ¼ inch diameter is about the proper size.

Believing that the deck of any boat is of equal importance to the interior I have allowed every inch possible along either side of the deck house and a generous spread forward of it. As I see the thing most of our cruising motor boats are faulty in this respect; that is too much cabin, and too little room on deck over which to perform the many vitally necessary duties which just have to be carried out if the maximum satisfaction and comfort is expected while living aboard for any length of time.

The deck house is well lighted with windows on all four sides; those in the forward end being the only ones arranged to open. The companion door should be made in two widths so as to be folded up and out of the way while open. There are hinges made which permit the door to be lifted off in which case it can be stored under the cockpit seat. The doorway is 18 inches wide. This, I am sure would be the better way to manage the door, because when open it will be more or less in the way.

The hatch on the forward deck has an opening 20 by 24 inches, and besides being an excellent means of ventilating the forward end of the craft is a means of handling the anchor line without standing on deck, and a quick exit in case of emergency as well.

Below there is very good room considering the diminutive dimensions of this little hooker. There is no way in God's world to get full headroom in so tiny a ship as this and I consider myself lucky to be able to supply even as much as 4 feet under the deck house carlins. After all what good is the full headroom anyway. Few people come aboard a boat to walk around; the usual thing is to sit down as soon as any inviting place becomes available. Now isn't that so? The attempt to get full headroom has spoiled more otherwise good small boats than anything else.

On the port side there is a 3 foot space containing the galley; single burner Alco stove, copper sink 9 by 12 inches; dish lockers, drawer for table ware, and two good sized lockers for supplies, cooking gear, etc. I can see no reason why the locker under the drawer might not be lined with celotex and zinc and be used as an ice box. There are two shelves on the starboard side which will come in handy for one thing or another. Never can there be too much locker space.

Sleeping quarters are not so bad. In fact when the 6 foot 4 inch berths under the deck are cushioned there will be a lot of comfort at hand. Note the after ends of the berths protrude under the house for a length of over two feet giving a good sized seat either side and with plenty of sitting up headroom. I presume too that it would be a simple matter to provide a small folding table upon which to serve meals.

Under the berths there is a world of locker room and a small fresh water tank holding approximately 15 gallons, enough for two for a day or so.

Forward there is a low bulkhead with stowage space for lines, anchor and other gear that is always needed aboard a small boat. The toilet arrangements must be of the simplest form.

It goes without saying that the construction, and especially the interior finish must be as light as possible and therefore I should use plywood for practically everything below decks. Buy a first class grade of this material, keep it well painted and it will last very well.

If you expect the most of Gotz from a standpoint of appearance paint the whole exterior white with the exception of the half round moulding along the sheer, the decks, and the deck house. The decks should be painted fawn color, the top of the deck house pale blue and the strip of moulding around the boat varnished oak or mahogany. The mast, boom and rigging should also be painted white. And, shipmates, the stern transom. For Heaven's sake don't leave the latter bright.

The boom will serve nicely as an awning pole. Have a white duck awning made to fit over the boom and along the sides of the deck; now with this spread a rainy day will not be bad

(*Continued on page 134*)

Advertising index will be found on 3rd last page

Hall-Scott builds out of ALL the things that make good engines!

When do you enjoy your boat most? There's only one answer to that question . . . when it's under way!

And only a downright good engine can give you real pleasure then . . . an engine so dependable that you can trust it in the foulest of waters . . . so nicely balanced that it answers instantly any change you make in its controls.

Every Hall-Scott is exactly that sort of engine. Every one is built out of long experience, out of skill, out of the finest of tested materials . . . and, perhaps, most important of all, out of untiring efforts.

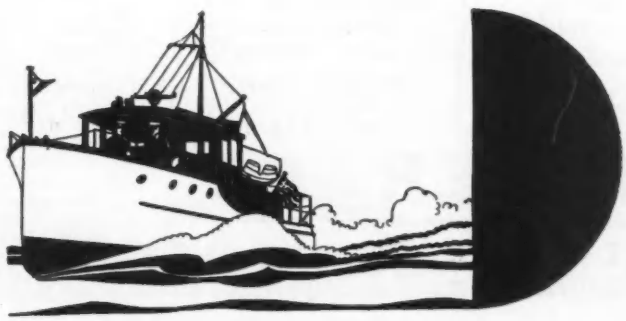
And that is the *only* way that fine engines can be built!

You will find the Hall-Scott engines at the displayrooms listed below. We will send you descriptive material of course, but you will enjoy them most if you can go over them yourself! Why don't you do it soon?

HALL-SCOTT
MARINE ENGINES

HALL-SCOTT MOTOR CAR COMPANY
Division of
American Car and Foundry Motors Co.
217 W. Fifty-Seventh St., New York, N. Y.

Berkeley, California—Seventh St. and Heinz Ave.... New York City—O. C. F. Salon, 217 W. 57th St. . . . Detroit—O. C. F. Salon, 500 East Jefferson Ave. . . . San Francisco, Cal.—S. C. Kyle, Rialto Building . . . Los Angeles, Cal.—210 East 10th Street . . . San Diego, Cal.—R. V. Morris & Company, 836 Columbia Ave. . . . Seattle, Wash.—902 Western Avenue . . . Portland, Oregon—344 Burnside St.... Vancouver, B. C.—Boeing Aircraft Co.



You, Too, Should Use

SILVER SUDS

The amazing sudsy action

of the 33-year-old marine cleanser utterly penetrates and dissolves dirt and grease—yet, is absolutely harmless to painted surfaces, metal—and your hands. Quickly, and without hard rubbing, it brings lasting lustre—does all the varied cleaning jobs that usually call for special preparations. Before mooring your craft for the winter, clean her with Silver Suds Marine Cleanser, which will give added protection against the elements and, possibly, make costly spring conditioning unnecessary.

1 and 5 gal. pails at $2.00 and $7.50
Send 50c for trial pail.

SILVER SUDS MFG. COMPANY, Philadelphia, Pa.

Dealers and Distributors Wanted

SILVER SUDS MARINE CLEANSER

Universal

"RENE"
Owner, A. P. Sloane

"NENEMOOSHA"
Owner, Alfred I. DuPont

"CIGARETTE"
Owner,
Gordon Hammersley

"NARASINGH"
Owner, The King of Siam

"PEARY"
Owner,
Com. Donald E. MacMillen

"WASP"
Owner, Wm. Wrigley, Jr.

"GYPSY"
Owner, Hal Roach

USMV "Siwash"

USLS "Portland"

WHERE ONLY THE BEST IS GOOD ENOUGH

These are just a few of the well known cruisers and yachts which are equipped with Universal Lighting Plants. When you're looking for absolute dependability, smooth operation, and steady current, you can find it in a Universal.

UNIVERSAL MOTOR COMPANY MBG-11
Oshkosh, Wisconsin

UNIVERSAL

ELECTRIC PLANTS
1½ - 2½ - 4 - 7½ - 10 - 12½ KW

Gotz, a Novel Outboard

(*Continued from page* 132)

at all; and when the sun shines down two light poles slipped into pockets across the awning will make an excellent sun shade of the contrivance.

Now as to the speed of this craft. Seems to me that two engines of standard type in the neighborhood of 15 h.p, would be ideal. They should be ample for a speed of about 14 miles an hour.

The trouble with the outboard motor as power for big boats is the lack of propeller blade area. There will be a lot of slip; always is, especially in rough water. Wouldn't it be a fine thing if an outboard could be had that was built for comparatively heavy craft? Let the little pistons travel fast, but gear the propeller shaft down, say five to one. Then a propeller of generous diameter and low pitch ratio could be used and at one fell swoop we should have the finest kind of power plant for small cruising motor boats and auxiliaries.

Gotz can be built with the exception of engines for approximately $1,200.00, and in a plain substantial manner. Materials will not run into much money and for this reason she would be of especial interest to amateur builders. Raders of MoToR BoatinG can at moderate cost secure her complete plans drawn to a scale of ¾ in. to the foot. Write the Editor, MoToR BoatinG, 959 Eighth Ave., New York, N. Y. Next month the second part of this article will describe the method of building Gotz, including drawings and constructional sketches.

JOHNSON TO BUILD BOATS

The Johnson Motor Company of Waukegan, Illinois, heretofore identified only with the outboard motor industry as a manufacturer of outboard motors, has just made public its entry into the boat industry with the formal announcement of a complete line of outboard boats for 1930.

The new craft, which has been designed by a special corps of Johnson engineers, and which will be merchandized in matched units with the various motors in the Johnson Sea Horse line, will be first shown at the New York Boat Show beginning January 17, and will be available for delivery to the public beginning January 15, 1930.

In making the announcement, Warren Ripple, president of the Johnson Motor Company, said: "Heretofore boats have been made by one industry—outboard motors by another. But it has long been felt that the perfect matching of a boat and motor is as necessary and desirable as the unification of a radio receiver and its speaker, an electrical refrigerator and its cooling unit, or an automobile body and its engine."

"Outboard enthusiasts have seen each year the need for outboard boats of correct construction, design, balance, and capacity to permit the motors to perform to their utmost. The matched unit idea is the only answer to the demands of the constantly increasing number of outboard motorists who insist on greater efficiency in their boat and motor. We are planning on meeting this demand next year with a complete line of outboard matched units, which will carry the Johnson guarantee of construction and performance."

These hulls, according to Mr. Ripple, will introduce several novel and important features, both in design and construction. The bulls have been designed by special boat designers who have been engaged in this work for the past two years. Experimental models have been built and thoroughly tested over a long period of time.

No details on the new boat line, other than that it embraces hulls to fit every motor in the Johnson Sea Horse motor line for 1930, are available at this time.

LOCKWOOD BOOSTING CHRISTMAS SALES

Lockwood dealers are now entering into their second annual Christmas Motor Sales Program. Believing that the gift of a Lockwood Motor at Christmas will make a gift which may be enjoyed throughout the entire summer season following, the Lockwood Division Outboard Motors Corporation has devised a plan for inducing the public to buy an outboard motor as a Christmas gift for the summer holidays ahead.

Briefly, the plan consists of a bank book in which the Lockwood purchaser makes a deposit on a motor at Christmas, and continues in weekly, semi-weekly, or monthly payments throughout the following months until the summer season. Sales literature has also been prepared, for putting across the idea of making the purchase of an outboard motor during the holiday season. National advertising is also being prepared in order to win the prospects over toward appreciating the enjoyment which may be had by making the initial start at the Christmas Holiday season. A direct-by-mail advertising campaign is also available to the entire dealer body, as part of the campaign.

Advertising index will be found on 3rd last page

For the Sportsman's Use

Model 13 is fast—light—competent, can be landed anywhere

THERE is nothing in the whole sea-going list which will compare with the Model 13 Sea Sled.

She is a great little weight carrier and can do 22 miles an hour with six horsepower outboard motor, and up past 30 miles an hour with the more powerful motors.

She's in no sense a racer, although she has won the longest and most spectacular races in which she was entered, and has on occasion been the only craft to finish when the going was really rough.

But for the sportsman, Model 13 provides a marine runabout which is as dependable on the water as his car can be ashore.

In Model 13 he gets dry, safe passage, abundant transportation for excess dunnage, and a speed which saves his time in getting there over the water.

Model 13 is the most desirable craft for families and youngsters as well, because of the excess factor of safety, possessed by every Sea Sled regardless of size.

Dealers are finding this combination of speed with safety and comfort, which is exclusive to the Sea Sled, a source of profit to themselves.

TRADE-MARK REG. **SEA SLED** U. S. PAT. OFFICE

THE SEA SLED CORPORATION

Sole Licensee under Hickman U. S. Patents

226-228 Fourth Ave. at 19th St., New York

Yards at W. Mystic and Groton, Conn.

HIGHEST FACTOR OF SAFETY **SEA SLED** OF ANY CRAFT OF THE SIZE

SPEED · · WITH COMFORT AND · · SAFETY

"We are pleased to recommend this preparation as representing the highest grade product that can be used."
—JOHN H. WELLS, Inc.

"We have used Marblehead Anti-Fouling Bottom Paint for nearly fifty-five years on practically all of our yachts and the fact that we continue to use and specify it wherever possible is proof that we are satisfied with the results obtained from this remarkable paint."
—HENRY J. GIELOW, Inc.

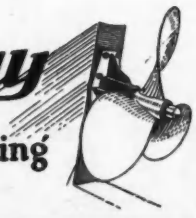
"We have been unable to find anything that will stand up as your paint does under all conditions."
—GEO. LAWLEY & SON CORP'N

STEARNS-McKAY MFG. CO.
Marblehead, Mass., U. S. A.

Consider the Many Advantages
of
Hathaway
FLAX PACKED BEARINGS

No person who has had any extended experience with marine bearings can weigh the many advantages of a correctly designed flax packed bearing, without rightfully discovering that every possible requirement that goes to make the perfect bearing has been anticipated—which being a fact, established beyond question by years of performance, it follows that wisdom dictates the installation of Hathaway Bearings and the consequent elimination of all bearing troubles.

HATHAWAY MACHINERY CO.
NEW BEDFORD, MASS.



The *Hathaway*
RESILIENT
Flax Packed Stern Bearing

LAYING UP THE MOORING

(*Continued from page* 56)

chain should be of large size and made fast to the anchor by means of a heavy swivel. If a rope leader is used, have another swivel at the top end. All connections should be made with with heavy screw shackles. Grease the pin and srew it up tight. Then secure the pin from turning by passing a heavy copper wire through the eye and around the shackle, twisting the ends. This will prevent the pin from loosening and allow taking apart at will. All parts of the mooring should be of the most substantial construction. The shackles, swivels and chain can not be too good; it is safer to run a size over but never a size under. Unless it is hauled on deck for making fast, it is not necessary that the chain be galvanized. Then the galvanized chain will eliminate the rust streaks from the deck and topsides. A rope leader, when used, should be frequently inspected, especially where wet. It is advisable to renew the rope leader every season. Rope rots rapidly when in the water.

When placing the mooring, it is a good idea to make note of its position in several books. Mark down the location in the back of the log book, in your note book and on the inside cover of the coast pilot or other book that will not be discarded. After the anchor has been put down, stick a long pole in the mud close to the anchor and take cross bearings on the pole. If the water is too deep for a pole, use a buoy or can on the chain and haul it up close. From on shore take two bearings on the pole. Move up or down stream until the pole and two stationary objects on shore are in line. This line may be from the corner of a building to the side of a dock or the side of a pile in the dock. Make a rough sketch showing the points sighted from and over as well as the position of the mooring anchor. Move up stream to a point where the angle with the first sight line is approximately 90 degrees and look for objects from which to take the second sight. Surely, you can find one. The third point can be made by driving a pipe or stake and measuring the distance and direction from some point that will remain. Mark these points on the sketch and also note that the mooring is slightly north of the north side of the dock. By dropping the chain in a southerly direction from the anchor picking up will be made easy. Just row the grapnel straight out from the end of the dock and the chain will soon be hooked.

Where the mooring is in a well defined cove, the bearings can be taken across the cove. For instance, from the east side of a tree to the north east corner of the old dock across the cove and from the corner of the club house to the black spar at the channel bank. Sights taken in any manner so that they can be retaken from the same objects will be satisfactory so long as the angle is near 90 degrees. When the angle varies greatly from 90 degrees, results will be more uncertain.

Cross bearings on the mooring anchor can be taken from two well separated points on shore by using the compass. With the compass against the south side of the tree read the angle to the pole. Mark the bearing on the sketch, also, show that the compass was held against the south side of the tree. Two nails driven not quite all the way in will facilitate replacing the compass in the same position. Against the side of the dock at the corner will give a point for the other bearing. This is similar to locating your position by means of two bearings on an object.

If for any reason cross bearings are not practical or desirable, an approximate distance along a single bearing will be of considerable aid in picking up the chain. Drop the chain at right angles to the bearing line and grapple a short distance off the line but in a direction parallel to the line.

In the fall after the boat is hauled out, remove the mooring buoy or temporary marker and attach any lengthy piece of old rope to the chain and stretch out the chain and rope in a direction most easily crossed with the grapnel. Mark the direction on all the sketches that you made when the mooring was placed. Where other moorings are close by, it is desirable to join them together with wire before dropping. Then, when one is found, the other will come with it and the finding will be easier. Some boatmen drop the mooring chain with a light wooden float attached to the end with a wire short enough to keep the float below the ice at low tide. They claim that the float can be seen at low tide and easily picked up. Where the mooring is not too great a distance from the dock, an easy and safe method is to attach a wire to the chain, lead it ashore, drop an eye in the wire over a pile and push it below the ice line. A long boat hook will get the wire in the spring.

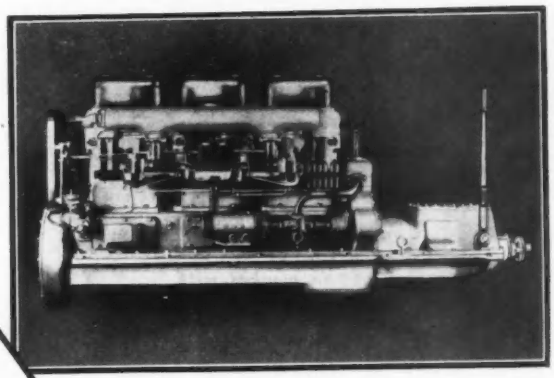
To relocate the mooring, get out the chart and the grapnel. Of course, you drag the grapnel over the bottom by a line

(*Continued on page* 138)

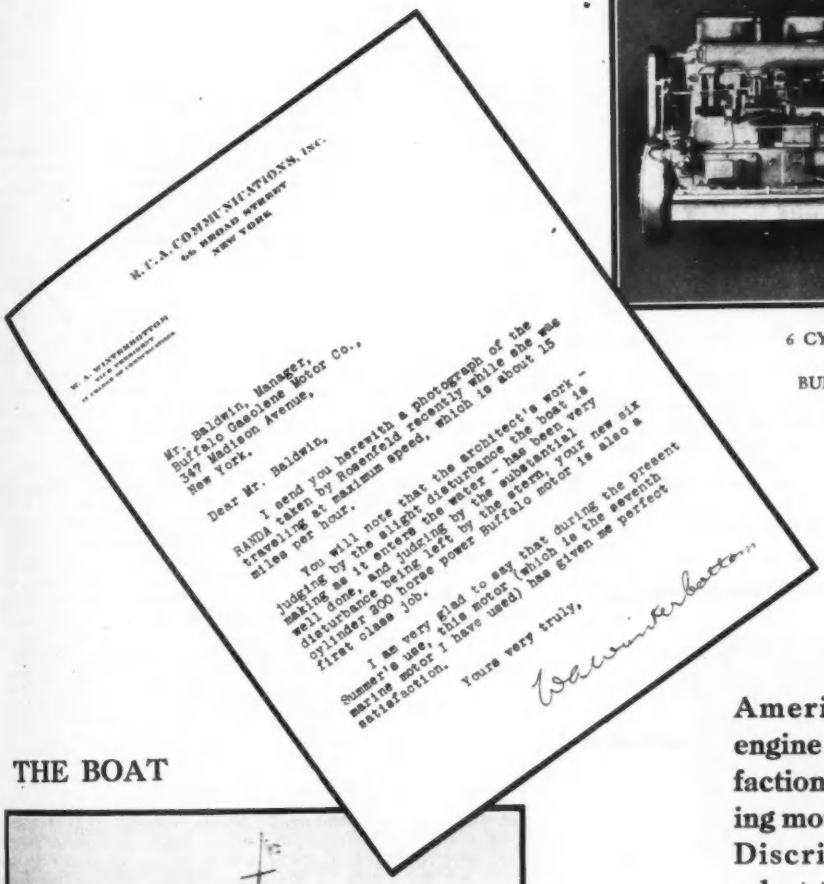
Advertising index will be found on 3rd last page

"PERFECT SATISFACTION"

THE ENGINE



6 CYL. 5⅞" BORE 7" STROKE
200 H.P.
BUFFALO-DREADNAUGHT
MARINE ENGINE



R. C. A. COMMUNICATIONS, INC.
66 BROAD STREET
NEW YORK

Mr. Baldwin, Manager,
Buffalo Gasolene Motor Co.,
347 Madison Avenue,
New York.

Dear Mr. Baldwin,

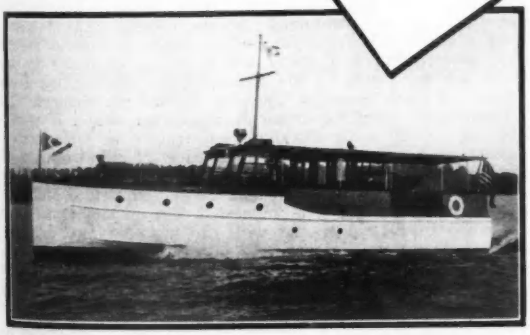
I send you herewith a photograph of the RANDA taken by Rosenfeld recently while she was traveling at maximum speed, which is about 15 miles per hour.

You will note that the architect's work - judging by the slight disturbance the boat is making as it enters the water - has been very well done, and judging by the substantial disturbance being left by the stern, your new six cylinder 200 horse power Buffalo motor is also a first class job.

I am very glad to say that during the present Summer's use, this motor (which is the seventh marine motor I have used) has given me perfect satisfaction.

Yours very truly,

THE BOAT



"RANDA" 46-FOOTER DESIGNED BY L. L. KROMHOLZ
BUILT BY EMIL MAYER

America's leading marine engine is giving perfect satisfaction in many of the outstanding motor yachts of the season. Discriminating yachtsmen select the BUFFALO DREADNAUGHT because it has proven value and dependability.

4-6-8 Cylinder
15 to 240 H.P.

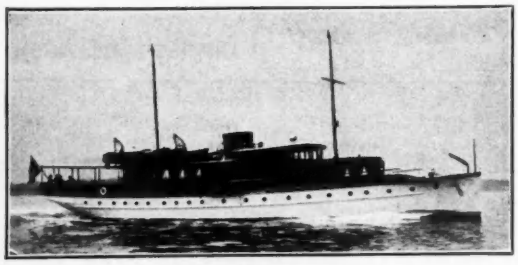
Buffalo Gasolene Motor Company

1274-1286 Niagara Street
BUFFALO, N. Y.

POWERED BY Buffalo

347 Madison Avenue
NEW YORK CITY

NIRVANA IV



Recently Built by

N. Y. Yacht, Launch & Engine Co.

is planked with

Philippine INDOAKO Wood

(formerly sold by us as "Philippine Mahogany")

to insure that staunchness and high standard of construction for which their boats are noted.

We can supply YOUR boat builder, the same high quality CLEAR Philippine INDOAKO Wood, from our stock of over 4,000,000 ft. now on our yards here.

Circular, sample and prices on request.

INDIANA QUARTERED OAK CO.

222 East Avenue **Long Island City, N. Y.**

Better Performance and Greater Speed

Through the use of Morse Straight-Line Reduction Gears, maximum boat efficiency and performance are insured, with the greatest possible degree of operating economy.

Morse Straight-Line Reduction Gears embody a special application of internal gearing worked out and perfected by engineers of long experience in this phase of engineering work. They operate with unusual quietness. Their efficiency is high. They embody the desirable principle of straight-line drive. In design, material and workmanship they represent the best that is to be had in the field.

Write or wire for engineering details, dimension drawings, prices, etc.

MORSE CHAIN CO.

Detroit, Michigan

MORSE

STRAIGHT-LINE

REDUCTION GEARS

LAYING UP THE MOORINGS

(*Continued from page* 136)

attached to a row boat, but you should also provide for tripping the grapnel should it foul something immovable. The tripping line is made fast to the crown of the grapnel and led to a gallon can or other float so that should the grapnel foul, the can may be retrieved and the grapnel released. Study the chart to determine the direction in which the chain was dropped. The exact position of the anchor is at present of little account. It is the chain that you want to pick up. The chart should show any directions for locating the chain as "row straight out from the north side of the dock." If the cross bearings are to be used to locate the chain, get a helper to sight each line and push a pole in the bottom at their intersection. Try the grapnel or, perhaps, if the water is not too deep, the chain can be hooked with a long boat hook.

If you feel that the mooring should be stored on shore, inspected and overhauled before using in the spring, it may be raised, if not too heavy by a timber or plank across two large row boats or with a tackle over the bow of a heavy boat. To use the plank, make the chain fast at the center and wind it up on the plank by turning the plank with a lever attached by means of a sling. With a long pole, poke in the mud around the anchor to break the suction of the mud and as the plank rolls aft on the boats, slide it ahead to keep the bearing near the center of buoyancy of the boats.

A mooring laid up on shore should be scraped free of all rust and the chain and anchor painted with red lead or heavily greased. If you stow it under the boat, put some old boards under to keep it off the ground and turn a box over it and cover with a piece of canvas. Also, paint your initials or the name of the boat on the anchor to facilitate identification. In the spring place the pole where the bearings cross and drop the anchor close to the pole.

A mooring properly constructed need not be raised for at least three years and a much longer service can reasonably be expected. Corrosion and wear are greatest near the top of the chain or on the upper half. Each fall before dropping the chain haul in all that you can and inspect it for wear, strain and pitting. Inspect again before using. Some prefer to use a three-quarter inch chain to the top of the water and a lighter galvanized chain for the remainder of the cable. From six to ten years' service in salt water without raising is claimed. When the lighter chain shows signs of undue deterioration, it is removed and a new length attached with a new shackle. The heavy chain also acts as a spring against the jerk of the boat on the mooring and normally lies on the bottom, except in heavy weather. W. B. M., Newburgh, N. Y.

SPARS AND LIGHTED MARKS

(*Continued from page* 54)

peake Bay, and is maintained by the Gibson Island Club.

It is suggested that the buoys be colored the same as the system adopted by the Government,—that is, red buoys to define the starboard side of the channel when approaching from the sea, and black buoys on the port side of the channel. To tell them apart from Government maintained buoys, it is advisable to employ some distinguishing feature in their design, inasmuch as a resemblance or duplication of the Government buoys is not advisable and would not be permitted.

Spar buoys are economical and easily maintained, for the principal markings, and it is suggested that an empty nail keg be attached to the upper end with the head on top, to serve as the distinguishing feature. The kegs may be attached as shown in the sketch. Length of the spar will be governed to a great extent by the depth of water; however, it is suggested that the spar extend above the water at least five feet. Spars usually float with about two-fifths of their length out of water. The Government uses cedar, juniper or spruce logs, although other light woods may be used, provided they do not have a great tendency to absorb water. They should be trimmed, shaped and provided with an iron strap at the lower end for attaching the mooring which may be a heavy stone, concrete block or iron sinker shackled directly to the buoy or to a short piece of chain, as required by the depth of water.

For guidance at night, a lighted buoy is suggested to be placed along the course as often as needed, particularly at the turns, to call attention to the change in course. For the sake of simplicity these may all be fixed, steady oil lights, with founts containing enough oil to burn about eight days with one filling. Fresnal glass is preferable to clear glass in these lanterns, and a good sized anchor light is suggested for the purpose. A medium size keg, of the pre-Volstead variety or a substantial oil barrel, well painted, will serve the purpose of

(*Continued on page* 140)

Advertising index will be found on 3rd last page

What's what in Reverse Gears

YOU DON'T HAVE TO BE A QUALIFIED ENGINEER TO KNOW THE FUNCTIONS OF A REVERSE GEAR

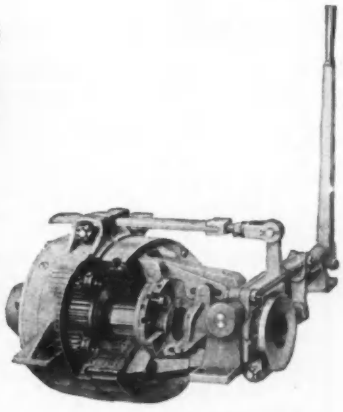
You need only know what you should expect of it—what it should do to give you satisfaction—not trouble. What should you expect and demand of a Reverse Gear?

CONTINUOUS SERVICE,
FREEDOM FROM REPAIRS,
and EASE OF ADJUSTMENT

These conditions are best met by the "90 Line" Paragon because of its simplicity and ruggedness, its accurate workmanship and modern construction, a hardened gear train big enough to do the job—

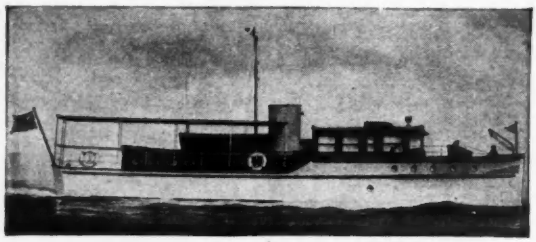
and A HIGH SPEED REVERSE

The "90" Line
PARAGON
REVERSE GEAR
"There are no trick parts to a Paragon"



PARAGON GEAR WORKS ~ 410 Cushman Street ~ TAUNTON, MASS.

The New Paragon "90 Line" is being rapidly adopted as standard equipment by prominent Engine Manufacturers who insist upon quality and performance

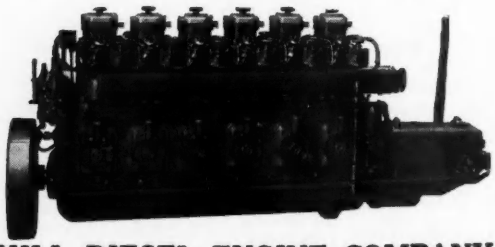


"Ann Delia" is a fine twin screw Diesel yacht—56' x 13' x 4'—Powered with two 60 to 75 H.P. Hill Diesel Engines.

These Engines are the Ideal Small Diesels for yachts, work boats and fishing boats.

Sizes 10 to 120 Horse Power

fully described in Bulletin No. 60, second edition.



HILL DIESEL ENGINE COMPANY
LANSING, MICHIGAN

for

FRAME SHIMS

Plastic Wood makes an ideal shim under frames. If the space is small, the Plastic Wood can be worked in after the plank is fastened. If large, clamp or wedge the plank almost to the desired position; fill the space between the plank and frame with Plastic Wood, and while it is still soft complete the setting of the plank. If screws are used, they can be bored for and set at once, but if the planking is nailed the Plastic Wood should be allowed to dry before the nail is driven.

PLASTIC WOOD

Reg. U.S. Pat. Off.

At Ship Chandlers, Hardware and Paint Stores

1 lb. can $1.00 ¼ lb. can 35 cts.

Write our Engineering Dept. for free book on Plastic Wood for boat repairs, or for advice on any specific problem.

Addison-Leslie Co., 26 Bolivar St., Canton, Mass.

SPARS AND LIGHTED MARKS

(*Continued from page* 138)

a buoy, with the necessary attachments as shown in the drawing, and moored in the same manner as the spar buoys. It is to be noted that the ballast ball is essential in order to keep the buoy as nearly as possible in a vertical position, in spite of the effects of the wind and tide.

It is further suggested that a little experimenting be carried on with one buoy, to determine the size of the ballast ball required, as its weight depends upon size of keg, downward pull of chain and the severity of blows, encountered in the locality.

H. A. M., Phila., Pa.

THE SIMPLE SAPLING RECOMMENDED

ON waterways which are not under government control, there is apt to be a laxity in regard to keeping channels clearly marked. This is due principally to the fact that a rpoper and enduring system of channel marking requires both time and money.

In localities where the water freezes over in the winter, there is double the work to keep the system in operation.

A small sapling stuck in the mud makes an excellent marker. If well forced into the bottom it will stay in position for at least several months. If not all the branches are lopped off, a small tuft of top branches and the leaves left at the top, it will contrast with its surroundings at all times.

By fastening a peach basket on a sapling or on a piece of joist, the similarity in markers so built up will stand out clearly and guide the stranger in the path he should go.

Since these markers just described carry no identifying color, it will require judgment on the part of the stranger to determine his course. Placing these markers in two rows along a channel which is winding is disconcerting rather than helpful to the stranger.

A better mode of procedure would be to line them up along one side of the channel. Most boatmen will recognize this condition and govern themselves accordingly.

Considering that most motor boats have a tendency to work their bows to starboard, it is advisable on this account to place the markers on the left bank of the river. (The right and the left bank of a river is determined by considering the river from its source to its mouth).

Placing the markers in such a fashion will enter better into the scheme of things.

In rivers particularly it is often an easy matter to follow the channel by merely following the curve of the shore, avoiding such banks which are low and shelving and passing close by those which are steep, the markers helping immensely in this case.

Referring to Fig. 3 it will be noticed that marker No. 5 is placed in midstream. One would naturally be inclined to pass it close aboard and since marker No. 4 is nearer the left hand shore one would be inclined to follow a curve the limit of which would be the point located by the position of marker No. 4

At No. 3 it would be expected that the channel (outlined by the dotted lines) would favor the right hand shore, but since it does not, the marker at No. 3 shows how near the shore at that point can be carried without danger.

In localities where a strong current and floating eel grass present a problem, the tripod type of marker is useful. (Fig. 4). The single pole, even if it is stuck firmly into the bottom, finds it hard to maintain a vertical position when a collar of eel grass engages it.

The tripod type will stand the gaff better by reason of its construction and from the fact that often the accumulation of grass tends to force it deeper into the mud. Markers such as these can be replaced as often as twice a season without entailing any great exertion or outlay on the part of a club or of a few interested persons.

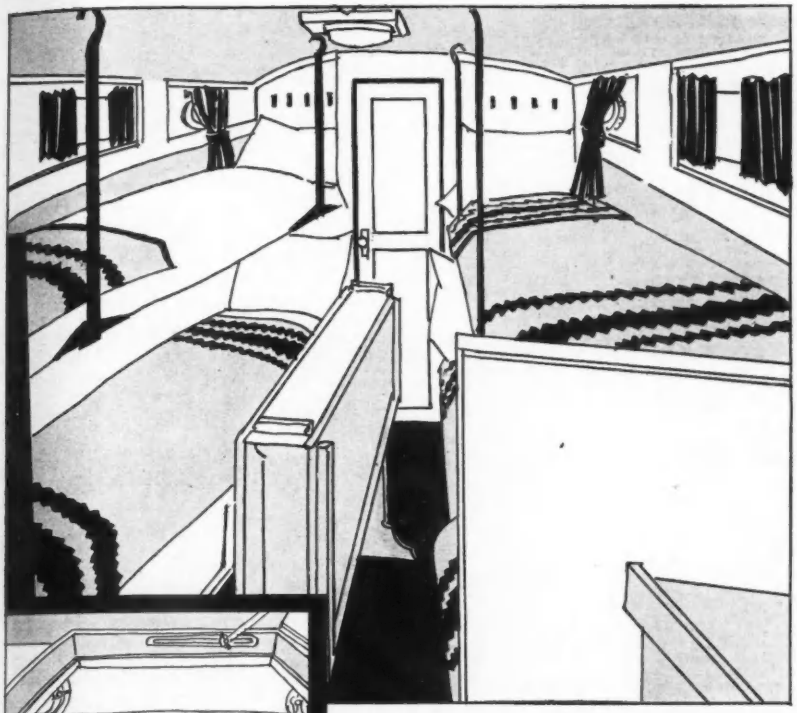
J. E. M., Norwich, Conn.

DART OPENS NEW YORK BRANCH

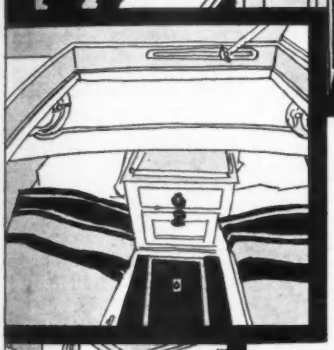
Dart Boats, Inc. of Toledo, Ohio, are now in the process of creating a factory branch in New York City. As is well known, Dart is the manufacturer of a very fine and complete line of high grade mahogany runabouts.

Negotiations for a new showroom in the most desirable part of the city are under way where the entire line of Dart runabouts will be on display. Service facilities and service stations will be created on both the Hudson and East Rivers and a competent staff of mechanics and finishers will be in attendance at all times.

The new branch is to be operated directly by Dart Boats, Inc., of Toledo and will be in charge of a prominent person nationally known in marine circles.



Roomy, well-sprung berths . . . plenty of fresh night air . . . and solid sleeping comfort!

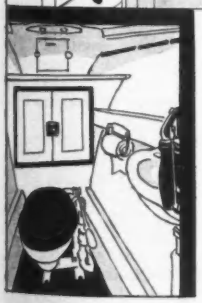


Here is comfort, convenience . . . and privacy . . . for your guests.

A. C. F.

A cozy, pleasant place to dine . . . and linger after coffee.

There's room to prepare real meals in this completely fitted galley.



Bright white enamel . . . dependable fixtures . . . and more than enough room to turn around in!

Where else can you get this value?

We believe that the A. C. F. 30′ double cabin cruiser gives you more *value* than any other cruiser of its type offered to you today. We've studied all boats of this size and type . . . just as you have . . . studied their good points and their bad ones. We've built the A. C. F. "30′" out of the things you want in a boat!

And there's certainly no mystery about it. A. C. F. has everything in the world at hand to give you an unusual boat. It has designing talent, engineering ability, building skill and a tremendous purchasing power. It offers all of them to you in the A. C. F. "30′."

Here are a few interiors . . . we'll gladly send the complete folder on to you at once!

AMERICAN CAR AND FOUNDRY CO.

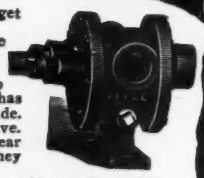
217 WEST 57TH STREET • NEW YORK CITY

We manufacture a complete line of Poweray and Lebby Searchlights, running lights and cabin fixtures, outboard specialties and marine type electric house fixtures. Ask for National Marine products at your dealer. Look for the trade mark. Write for cicular to Dept. G.

The NATIONAL MARINE LAMP COMPANY

FORESTVILLE, CONN., U. S. A.

LOBEE CIRCULATING & BILGE PUMP



You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from ⅛" to 1½" suction and discharge. Different designs for various types of drive and mounting made to order.

Write today for catalog and prices.
Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.

Old Man Joe's
HARTMANN
Universal Joints

Now manufactured and sold to the marine trade by Old Man Joe exclusively. Quick shipments from complete stock at all times. Send for folder on the line.

The Snow & Petrelli Mfg. Co.
19 Fox St., New Haven, Conn.

Strong
Long-Lived
Dependable

Large
Tapered
Bearings

Yard and Shop

(*Continued from page 60*)

Chris-Craft motor boat. He believes that engines must be integral parts of their boats, just as is common in automobile practice. There are certain mechanical differences in Chris-Craft motorboats which make a specially designed motor more suitable for them. The resulting performances have amply justified this conviction. Ralph Teetor is vice-president in charge of engineering of the Perfect Circle Piston Ring Company. Mr. Teetor, engineer, is one of the mechanical wizards of his day. He has designed and perfected the remarkable new piston ring which has now gone into nationwide use. Practically every automobile motor and marine engine in this country uses them. The rings are used exclusively on Chris-Craft marine motors because of their great compression holding qualities.

L. H. Thomson, president of the Marine Industries Association with J. B. Farr, treasurer, and D. Fiske Reasoner, executive secretary

BOAT COMPANY DOUBLES MOTOR PLANT

News comes of the latest expansion of Chris Smith & Sons Boat Company of Algonac. The marine motor plant which was built but last January is being doubled. Two wings, almost 100 feet x 60 feet, are being added to the original building which will increase the capacity of motor production twofold. This additional 10,000 square feet of space will allow a production of approximately 1200 Chris-Craft marine motors for next year. Many new machines will speed up the process of making these fine motors.

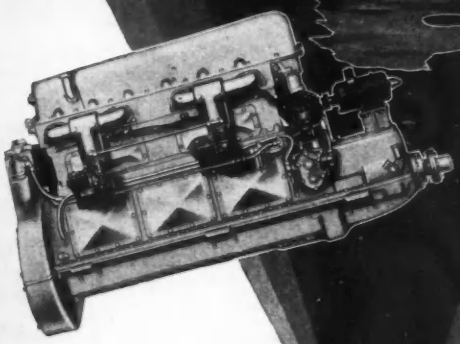
This remarkable 225 h.p. motor which was the creation of the master designer, Jay W. Smith, president of Chris Smith & Sons, has been something that the boating world has long waited for. The motor itself is a V type, 8 cylinder L-head motor which has a wonderful performance record. One of its strong points is the freedom from vibration. Vibration which on the water is the worst bugbear of the motor boat, has been reduced to a minimum. A glass of water will stand on the hatch above this motor with the boat running at full speed. One of these motors in the famous Chris-Craft 38-foot cruiser gives her a smooth quiet speed of 30 real miles per hour.

Because of limited production, the Chris-Craft marine motor cannot be purchased outright. It may only be obtained in one of the Chris-Craft boats—which after all is the place where the engine was designed to perform and where it best discharges its duty.

(*Continued on page 144*)

Advertising index will be found on 3rd last page

Another World Famous Builder Standardizes on KERMATH 200



Another World Famous Builder Standardizes on Kermath 200

The foremost boat builders who standardize on Kermath marine engines form an ever-increasing and noteworthy list.

For example, the handsome 26-foot Hackercraft, illustrated above, which is capturing so many "firsts" in outstanding international regattas, standardizes on the 200-H.P. valve-in-head Kermath.

This is the Kermath equipped model which was victorious at the Concorso International at Venice against nine of Europe's fastest runabouts.

The Kermath 200-H.P. has such notable features as dual carburetion—dual intake manifolding and dual ignition.

This valve-in-head Six develops a 15% increase in horsepower. Particularly adaptable for express cruisers, large cruisers and fast runabouts.

Write today for the handsome new Kermath catalog which fully describes the Kermath line.

4 to 200 H.P. **$295 to $2300**

KERMATH MANUFACTURING CO.

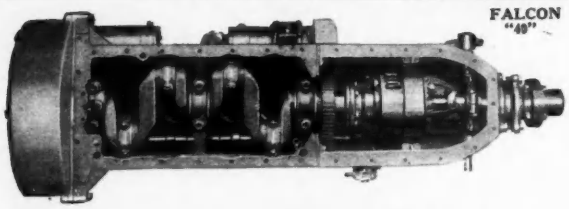
5879 Commonwealth Ave., Detroit, Mich.

90 King St. W., Toronto, Ontario

***New York Show Rooms*—Fifth Ave. & 15th St.**

"A KERMATH ALWAYS RUNS"

KERMATH



Falcon Engines

"must give service"

And that's exactly what we mean! It's easy for any manufacturer to make that statement, but it's another thing backing it up.

We know—and you know—that no piece of machinery was ever built entirely immune from possible mishap . . . . yes, including the Falcon Series. Yet, whenever anything *does* go wrong with any U. S. product—there is a Service Department always ready to go all the way to make proper adjustment.

We believe that when a boatsman lays down his hard cash for an engine, he is entitled to every degree of satisfaction he has a right to expect. And it is our policy at all times to see that every user of our products *gets it.*

That is why—because of this policy—we must aspire to build engines and lighting plants that are *right* when they leave the factory.

Send for Catalogs of the Falcon Series

1-Cyl. 5 h.p. Cat. M-1
2-Cyl. 10 h.p. Cat. M-1
4-Cyl. 15 h.p. Cat. M-2
4-Cyl. 40 h.p. Cat. M-4
6-Cyl. 50 h.p. Cat. M-5

Also most complete line of marine Electric Plants 350 watts to 25 k.w.

United States Motors Corp.
2 Nebraska St. Oshkosh, Wis.

The builder of the SEA-LYON *says:*

"Due to our previous experience in the use of Valspar on various makes of runabouts we have handled the past few years, we have no hesitancy in adopting it as the standard to be used exclusively on the SEA-LYON fleet."

VALENTINE & COMPANY, 386 Fourth Ave., New York

ATLANTIC RADIO & MARINE CO.
INCORPORATED
20 BROOKLINE AVENUE BOSTON, MASS.

New Model H, HERBST Runabout, an ideal family boat. Complete HERBST line is on display at our showrooms.

New England Distributors For:
DEE WITE, HERBST, HOOTON AND LYMAN BOATS, SKIBOARDS, LOCKWOOD MOTORS, CORSAIR CRUISERS, CHRYSLER AND STEARNS ENGINES, UTE GARMENTS, KASSON LUBRICATING COMPOUND, DUPLEX MARINE OIL.

Yard and Shop

(*Continued from page* 142)

A NEW SMALL RUNABOUT

Announcement has been made by the manufacturers of Dee Wite boats of the completion of a new inboard-powered motor boat 16 feet in length.

This new model is the forerunner of an enlarged line of boats to be displayed by Dee Wite at the New York Show. It is powered by a Van Blerck Jr. motor, equipped with self-starter reverse gear and six volt battery. Complete control is possible from the driver's seat in the forward cockpit. Ignition switch and starting button are placed on the instrument board within convenient reach of the driver, and steering is accomplished by means of a large automobile-type steering wheel.

In construction this new model embodies many distinctive qualitv features which Dee Wite experimentation has developed during the past several years. The placing of the motor in the after compartment was decided upon only after numerous experiments to determine the best possible distribution of weight and to insure maximum speed and performance.

Two large and comfortable cockpits smartly upholstered in red or green are placed forward of the motor compartment clear of spray and close together to permit a cozy yet comfortable grouping of occupants.

Equipment is unusually complete, including in addition to items already mentioned, full vision windshield mounted in rubber; brass fittings heavily nickeled; electric bow and stern lights; ensign and burgee; lifting rings; and self bailer.

Jay Smith, head of Chris Smith & Sons Boat Co., with Ralph Teetor, vice-president of the Perfect Circle Piston Ring Company

VAN DORN DEMONSTRATION CAR

The Van Dorn Electric Tool Company of Cleveland, Ohio is now using a new electric tool demonstration car to assist the jobbers' salesmen in demonstrating various Van Dorn tools in operation.

This car consists of an especially designed closed body mounted on a chassis of one of the well known car manufacturers. The large rear door, when opened, shows the various electric tools in neatly arranged sections making them accessible for immediate use. This enables the salesmen to bring the tools to users so that they can prove for themselves the merits of the product.

At the present time, this car is being received enthusiastically by the trade in Maryland and Virginia so that arrangements have been made to send it or similar cars to all parts of the United States.

CHANNEL CROSSING RECORD AGAIN BROKEN

The world's record time for a crossing of the English Channel via motor boat established a month ago by Kaye Don was broken today. The English racer Hoyal is no longer the fastest boat on the channel.

The honors go now to Mrs. Victor Bruce who in a stock 26-foot Chris-Craft motor boat bettered the previous record by 14 minutes. She took off from Dover at 9:30 A.M., heading straight across to Calais and in one hour and thirteen minutes she was back in the harbor at Dover again, having run into Calais Harbor and checked in before returning. She covered the distance of 48 miles in this remarkable time, which gave her an average speed of 40.1 miles per hour. Realizing that there never is a completely quiet sea in the Channel, and that Mrs. Bruce had to put up with comparatively rough conditions, we must give credit to both her superb driving and the stock motor boat which carried her through. It is our prediction that it will be some time before any kind of a motor boat breaks this record.

(*Continued on page* 146)

Advertising index will be found on 3rd last page

Enjoy Florida with a Cruisabout

Warm, sunny days—bright moonlit nights—that's Florida! And you will get more enjoyable minutes, more health and happiness from your Florida fun if you have a Richardson Day Cruisabout.

For fishing, swimming or darting here and there, the Day Cruisabout has no equal. It travels to and from the fishing grounds at 18 real miles an hour—it stays out when many other boats are running for shelter—it has a cockpit 15 feet long to accommodate even the largest parties.

The Day Cruisabout is a beauty! Pleasing lines with graceful flare and tumble home — glistening white top-sides — polished Mahogany cabin trunk, transom and trim cause the Cruisabout to be admired and desired by the most experienced yachtsmen.

At $3685 the Day Cruisabout is an outstanding boat value. Inspect the Cruisabouts at the dealers listed below or write for free booklet "E," which illustrates and describes the Single Cabin, Double Cabin and Day Cruisabouts.

RICHARDSON BOAT COMPANY, INC.
357 Sweeney Street, North Tonawanda, N. Y.

Bruns-Kimball & Co.
5th Ave. & 15th St.
New York City

Voiney E. Lacey
Charlotte Station
Rochester, N. Y.

Henry Pohl, Inc.
On the Causeway
Miami, Florida

F. D. Homan
78 Riverside Ave.
Amityville, L. I.

N. J. Shea
1424 Lauderdale Ave.
Lakewood, Ohio

George Bender
Erie Yacht Club
Erie, Pa.

Electric Supply Co.
210 21st St.
Galveston, Texas

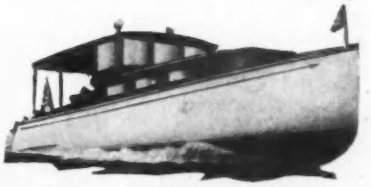
Belle Isle Boat & Engine Co.
8077 E. Jefferson Ave.
Detroit, Mich.

Walter H. Moreton Corp.
1043 Commonwealth Ave.
Boston, Mass.

A. M. Deering
1454 Builders Building
Chicago, Ill.

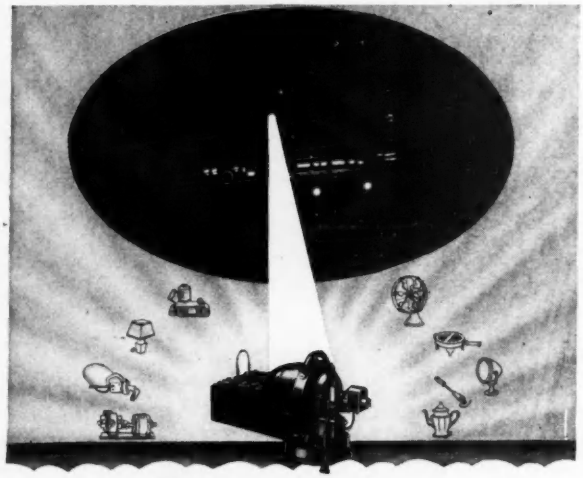
Bruns-Kimball & Co.
102 So. Fourth St.
Philadelphia, Pa.

The Double Cabin Cruisabout, priced at $4085.00, is a two room, kitchenette apartment with sleeping accommodations for five.



The Single Cabin Cruisabout, priced at $3585, has equal cabin and cockpit accommodations. There is every comfort aboard this Cruisabout.

Richardson Cruisabouts



Electricity
for your new boat—

Make sure your equipment includes a Homelite Portable electric light and power plant.

Small enough to stow generator complete with built-in air-cooled gasoline engine in space 21"x14"x21".

Big enough to furnish juice for 40 lights . . . and for refrigerators, percolators, grills, toasters, fans, pumps, etc.

Storage battery gives you reserve of 2500 watt hours without running generator. Write.

HOMELITE CORPORATION
79 Riverdale Avenue, Port Chester, N. Y.

$275 COMPLETE

3744

Size 8"x11"

The Ideal Xmas Gift

DELUXE YACHT LOG

for Pleasure Entries

WHAT finer gift could you give him than that beautiful log in which to record with notes, sketches or photographs the happenings of his many cruises—fishing parties or races?

First of its Kind Ever Published

No other log like it. Space for twenty-six cruises. Printed on heavy art paper. Real calf skin binding. Cover embossed in gold leaf with club insignia in oil colors. An artistic, durable, practical addition to any yacht's library. Grows more interesting as records accumulate. Published Yearly.

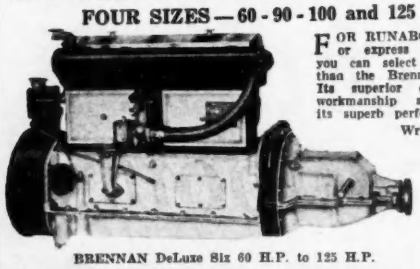
PRICE $10.00
With name and House Flag $12.50
Order today for Xmas delivery.

Be sure to send name of boat, yacht club and cut of house flag, in colors, with your order.

Marine Publishing Co. Box 265, Beverly Hills, Cal.

Brennan De Luxe Six

FOUR SIZES—60 - 90 - 100 and 125 H.P.



FOR RUNABOUT, fast cruiser or express commuter service you can select no better motor than the Brennan DeLuxe Six. Its superior design and fine workmanship are reflected in its superb performance.

Write today for the BRENNAN catalogue. Eleven models, 15 H.P. to 200 H.P.

Boat Builders and Engine Dealers! Get our attractive proposition.

BRENNAN DeLuxe Six 60 H.P. to 125 H.P.

BRENNAN MOTOR MANUFACTURING CO.
500 E. Water Street Syracuse, New York

DODGE TO BUILD HUGE PLANT AT NEWPORT NEWS

Confirming rumors which have been current for some months past, a statement authorized by Horace E. Dodge, Jr., announces the purchase of a plant site in the Newport News area as the first step in the greatly expanded program his company has undertaken.

The Horace E. Dodge Boat and Plane Corporation, of which Mr. Dodge is President, and in which he and other members of the Dodge family are the principal stockholders, has acquired 100 acres of the Hampton Roads tract which was formerly the site of Camp Stuart. The company plans to erect on this site several manufacturing units to be devoted to large scale production of mahogany and steel runabouts, cruisers, flying boats, and amphibian airplanes. When completed, the new plants will have a tremendous capacity, and will employ upwards of 2,000 persons.

Plans for the first unit have been completed by the architects, Philip L. Small and Associates of Cleveland, and construction will be begun at an early date. First to be erected will be the power plant and a production unit of 240,000 square feet. The power plant's capacity will be adequate not only for the first production unit but for the entire development contemplated. Work on the airplane landing field, hangars, docks and boathouses will also be begun at once.

Mr. Dodge is the son of the late Horace E. Dodge, one of the Dodge Brothers of automobile fame. According to his statement, his company intends to bring into the production of motor boats the principles of mass production so successful in the building of the modern motor car. The new Dodge plant will be built around assembly lines. This is the modern method of manufacturing which contributed so much to the uniformity of quality in the Dodge Motor Car and which is now almost universally used in automobile manufacture. Raw material enters the factory at one end, begins its journey down the assembly line, and will leave the other end as a complete boat ready for the water, and each boat will be water tested.

Far from impairing the present high quality of Dodge boats, it is expected that the more intense mass production methods will, if anything, add a higher degree of uniformity. Dodge boats have been built entirely of selected mahogany, with all metal work of copper and brass, and the finest of other materials throughout. There will be no change in this respect. Arrangements are being completed for direct shipment of a continuous supply of the finest Central American mahogany sufficient for the enlarged Dodge requirements. The chief effect of mass production will be to reduce costs and hence to give the Dodge owner even greater value than heretofore.

The present line of Dodge V-bottom boats will be enlarged and extended. The new and advanced line, to be offered at a new range of prices, is already developed and will go into quantity production as soon as the first plant unit can be completed. In addition to this line, a new type of Dodge boat is contemplated. This will be a steel boat, a type which has been awaiting the application of mass production methods to put its obvious advantages within the reach of many who are awaiting lower-priced motor boats.

The purchase of the Hampton Roads tract, grading the waterfront, dredging the boat basin, and the construction of the first plant units will involve an investment approximating $1,000,000. This represents only a fraction of the funds recently made available for the expansion of the Dodge program. It is expected that a site for a second plant on the Pacific Coast will be acquired in the near future, and that others at strategic locations in the Middle West will ultimately complete a coast-to-coast chain. With the addition of the nation-wide sales and service organization also contemplated in the new and greater Dodge program, these manufacturing facilities will offer to the boating public a standard of service comparable to that with which the motoring public is familiar.

Selection of the Hampton Roads site was made after exhaustive comparisons of a number of available locations, and is a tribute to the exceptional advantages afforded by the Newport News vicinity. The search for a location has been quietly carried on for almost a year. Expert advice has been secured upon sites available from Massachusetts to the Virginia capes.

TROUBLED WATERS

"Troubled Waters" is the title of a spicy new sea yarn by Alfred F. Loomis, internationally known as a yachtsman, and well-known as the author of many entertaining stories of the sea. The story relates in an interesting manner the adventures and experiences of an American boy aboard a small sailing vessel in the Baltic Sea. The story is told in a manner such as only Mr. Loomis is able to use and anyone who enjoys a good stirring tale of the sea will want to secure a copy of this book for his library. "Troubled Waters" is not only entertaining but highly instructive.

Advertising index will be found on 3rd last page

"Old man Joe" and his Friends

CHRISCRAFT

Joes is standard on all the larger Chris-Craft cruisers and runabouts for 1929.

UNIVERSAL

Joes is standard on Universal singles, fours, sixes, eights. Many have reduction gears.

HALL-SCOTT

Joes adopted on Hall-Scott Engines after the severest tests a gear has ever received.

GRAY

Joes is standard on Gray Models 6-72, H-50, 8-110. Specified by Hacker and others.

BUDA

Joes is standard on all the larger Budas, gasoline and diesel.

SCRIPPS

"The most trying tests we have ever given a gear have satisfied us with Joes."—A. J. Downey.

KERMATH

"Joes performance excellent. Do not waver from your policy of Quality."—George N. Hickey.

WINTON

"Will adopt Joes on all models we can possibly use it on."—George Codrington.

STERLING

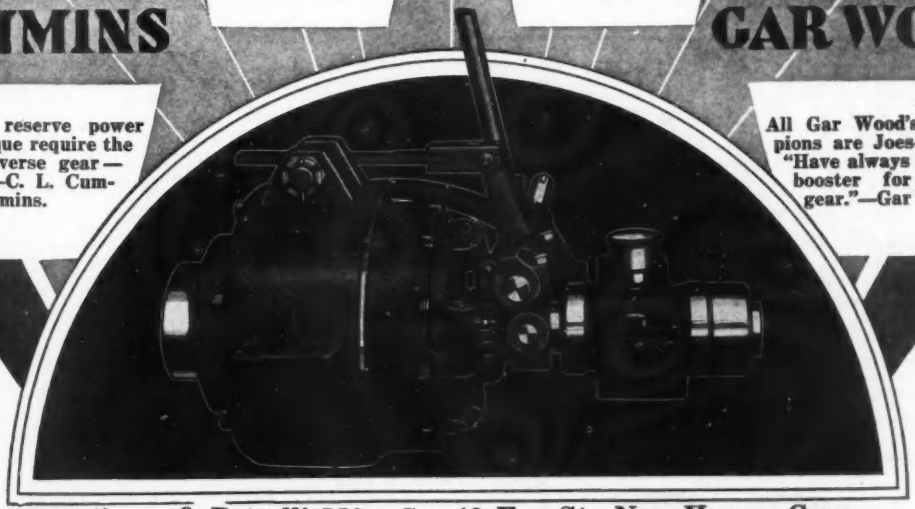
Joes handle the largest Sterling Engines, the Vikings II 6 cyl. and the 8's up to 565 h.p.

CUMMINS

"Diesel reserve power and torque require the best reverse gear—Joes."—C. L. Cummins.

GAR WOOD

All Gar Wood's champions are Joes-equipt. "Have always been a booster for your gear."—Gar Wood.



The Snow & Petrelli Mfg. Co., 19 Fox St., New Haven, Conn.

Old Man Joe says: "Despite much greater sales of Joes and constantly increasing severity of service, the ratio of replacement parts business steadily declines!"

JOES
FAMOUS REVERSE
GEARS

REVERSE 80%~88%
of Motor Speed

Overhaul Now For Winter Cruising Or Winter Quarters

Of course if you are taking your boat South this Winter you will need many items of equipment, hardware and supplies.

More and more owners are having their boats overhauled when they take them out for Winter quarters. Boat yards have more time during the Fall and Winter months, and the boats are ready for immediate launching when Spring arrives.

Whether your boat is bound for Winter cruising or Winter quarters, Tiebout Hardware and Equipment is at your service. Your boat yard or marine supply dealer will be glad to comply with your request that Tiebout material be used in your boat.

W. & J. TIEBOUT

"Marine Hardware and Equipment"

118 Chambers Street, New York, N. Y.

439

MARINE BATTERIES

Willard

***For* MOTOR BOATS**

WILLARD STORAGE BATTERY CO., Cleveland, Ohio

DISTRICT OFFICES:

ATLANTA, GA.
1302 Citizens & Southern Bank Bldg.

BOSTON, MASS.
Rooms 1126-1127, Statler Bldg.

CHICAGO, ILL.
1403-1407 The Bankers Bldg.
205 West Adams St.

CLEVELAND, OHIO
1920 Scranton Rd.

DALLAS, TEXAS
1502-3 Dallas Nat'l Bank Bldg.

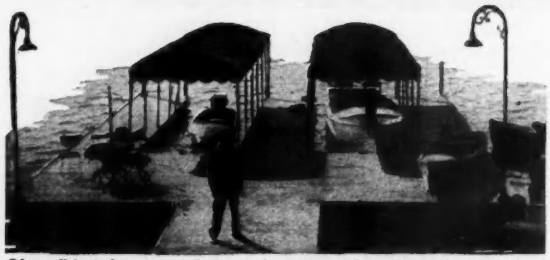
DETROIT, MICH.
5946-54 Cass Ave.

KANSAS CITY, MO.
301-302 Midland Bldg.

NEW YORK CITY, N. Y.
551 Fifth Ave.

PHILADELPHIA, PA.
3619 Walnut St.

SAN FRANCISCO, CALIF.
480 Second St.



Of striking beauty and staunch construction these Artistic Steel Floats are designed for use as permanent moorings. They may be constructed in any size and anchored in any harbor.

ARTISTIC STEEL FLOATS

WALSH BUGBEE CO., INC.

Engineers, Manufacturers and Builders Artistic Steel Floats and Docks

New York City:
Mansfield Hotel, 12 West 44th Street
Telephone: Vanderbilt 2233

Factory Office:
206 East Hanover St., Trenton, N. J.
Telephone: Trenton 6257-8

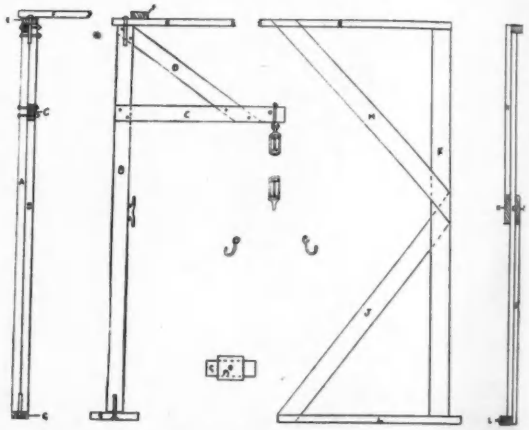
A Good Design for Motor Hoist

Johnson dealers who are beset with the problem of raising and lowering Sea Horses from pier to boat, will be interested in the design for the motor hoist which was recently built and put in use during the Johnson Advertising Department photographing expedition to Lake Geneva, Wisconsin.

This hoist is easy to build and costs in the neighborhood of only six dollars. Complete diagrams, bill of materials and specifications for building are listed below:

BILL OF MATERIALS

2 lbs.—16d common nails
4—1½ F. H. No. 9 wood screws
1 line cleat
1—5-inch hook bolt.
1 piece sheet metal—6 by 6 inches
8 pieces—2 by 4 inches by 8 feet
2 pieces—2 by 4 inches by 12 feet
2 double pulleys
6—⅜ by 4 carriage bolts
2—½ by 6 carriage bolts
2 hammock hooks
30 feet ½ inch Manila rope



Sketch showing the method of assembling and erecting the outboard motor hoisting device

SPECIFICATIONS

UPRIGHT—Select two 2 by 4 pieces 8 feet long and nail together about a foot from each end and in center. Square off ends to length of eight feet and measure up 6 feet on piece *B* and square across. Notch out above this line the width of a 2 by 4 for Arm *C*.

ARM—Out of another 2 by 4 by 8 feet cut piece 42 inches long. Lay one end in notch of upright and bolt in place. Be sure this is square with upright.

BRACE—Next take the other part of 2 by 4 and lay across arm and upright with upper edge running from a point about 6 inches from end of arm at lower edge to corner of upright. Mark upright *A* on lower edge of brace *D* and cut out. Replace *D* and bolt in place. Cut off *D* at both ends to be flush with *B* and *C*.

BLOCK—The piece left over from the arm and brace should be cut to about 12 inches long to form block *G*. A hole ½ inch in diameter should be drilled in center after which the 6 by 6 inch piece of metal should be placed over center of block and sides bent down and nailed. The hole in metal may be drilled either before or after placing on block.

PIVOTS—Drill a hole ½ inch in diameter and about 5 inches deep in each end of davit. When erecting davit drive 6 inch bolt through block *G* and nail block to corner of dock with bolt projecting up through metal.

K BRACES—These braces need little explanation as to construction. They are made up complete before setting up. Use 2 by 4 by 8 feet for upright *K*. Use 2 by 4 by 12 feet for braces *H* and *J*. Use half of 2 by 4 by 8 feet for brace *L*. Use one 2 by 4 by 8 feet entire for top part *E*. Drill ½ inch hole in *E* about 3 inches from end for pivot pin. Erect and fasten brace *E* as illustrated or on right hand wing of right angle. Erect and fasten brace *F* on left wing of angle. Erect davit at angle by placing upright over lower pivot pin. Drive pivot pin through *E* into top of davit. Nail *F* on top of *E* as illustrated.

Advertising index will be found on 3rd last page

$49.00 without accessories

Crosley 21. A six tube set, utilizing THREE 222 Screen Grid storage battery tubes, 201A detector, 201A first audio, 171A power output tube. Metal case with panels in walnut burl finish. With legs, $54. Crosley Dynacone speaker $18 extra. Dimensions: 7¾ inches high, 17¾ inches wide, 11¼ inches deep.

Now-Screen Grid *radio for motor boats!*

$88.50 without tubes or battery

Crosley 22. The same Screen Grid Storage battery unit as in Crosley Model 21, is incorporated in a beautiful console cabinet of two-tone walnut veneer, complete with the Crosley Dynacone power speaker. Dimensions: 40 inches high, 24 inches wide, 15¼ inches deep. Note: Western prices slightly higher.

THE newest development in radio made available for motor boat use! Crosley now offers a battery-operated Screen Grid receiver, designed for perfect reception by battery power alone.

Crosley has built the selectivity and sensitivity of larger Screen Grid sets into this compact battery model, at prices that establish new standards of radio value. It has 25 per cent less battery drain than ordinary sets.

These sets are designed to fit in small spaces. Equipped with the Crosley Dynacone speaker they provide in boats the accurate reproduction they give in the home.

Have music, sport, the news of the world, at your command as you cruise! The new Crosley Screen Grid battery sets will bring them to you at amazingly low cost. See the new sets at your dealer's now—or write for full information.

THE CROSLEY RADIO CORPORATION
Powel Crosley, Jr.
Cincinnati, Ohio, Home of WLW

You're there with a **CROSLEY**

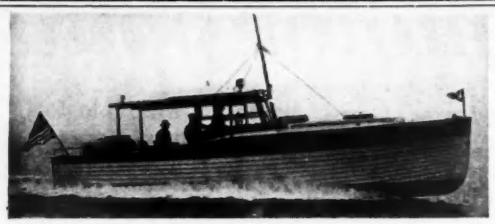
"New Jersey"
Marine Paints & Varnishes

Copper Paint
Yacht White
Ship & Deck Paint
Spar Varnish
Copper Bronze

For Bottoms "New Jersey" Copper Paint, Red, Brown or Green. For above the waterline "New Jersey" Yacht White will stand washing and scrubbing. "New Jersey" Spar Varnish will not turn white and holds its gloss.

Write for Booklet, "Davy Jones Locker," About Paints and How to Use Them.

NEW JERSEY PAINT WORKS
HARRY LOUDERBOUGH, Inc.
WAYNE AND FREMONT STREETS, JERSEY CITY, N. J., U. S. A.



The Sea-Skiff Cruiser *De Luxe*

Hubert S. Johnson Sea-Skiff Cruisers represent the last word in marine craftsmanship and are guaranteed to be constructed of only the highest quality materials. They are sea-worthy, easy to handle and complete to the smallest detail.

Write at once for further information
HUBERT S. JOHNSON BOAT & ENGINE WORKS
Bay Head, New Jersey

"PERKO" Products Catalog
64 Pages of Illustrations
with prices showing complete line
Now Ready—Sent Free

Catalog describes and illustrates "PERKO" products in running lights (with patented re-bulbing features), binnacles and marine hardware, equipment, etc.

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1941 Pitkin Avenue
Brooklyn, New York

Please send me a free copy of your 64-page illustrated catalog of "PERKO" products.

Name .....
Street .....
City..... State.....

Yard and Shop

(*Continued from page* 148)

CHARLES KING JOINS WELLS STAFF

Charles King, a prominent figure in the yachting world for many years, has recently become associated with John H. Wells, Inc., the well known naval architects and yacht brokers.

Mr. King's association with the yachting industry extends back to 1905 when he entered the firm of Tams, Lemoine and Crane, becoming a partner five years later. In 1914 the firm name was changed to Tams & King and in 1928 became a corporation—Mr. King being president.

Mr. King's many friends in the yachting field will be interested to learn of his new connection.

John H. Wells, Inc., is one of the most active firms in the business, having had a remarkable growth. They have been outstanding in the development of large diesel yachts and their well known express cruisers have also met with enthusiastic approval. In fact, all types and sizes of yachts have in recent years come from their boards.

Charles King, now associated with John H. Wells, Inc., naval architects and yacht brokers

NEW SALES MANAGER FOR LAUGHLIN COMPANY

The Thomas Laughlin Company of Portland, Maine, manufacturers of heavy hardware for marine and industrial uses, has added E. E. Baker to its staff as sales manager.

Mr. Baker has had a varied experience in the marine and hardware field, including marine design and construction in some of the largest and most important ship yards, over a period of sixteen years. He was at one time wtih the Purchasing Division of the Emergency Fleet Corporation, handling the purchase of machinery, boilers, and mechanical equipment. For the past seven years, he has been engaged in industrial heavy hardware sales activities and comes now to the Thomas Laughlin Company with a complete working knowledge of the field in all its phases.

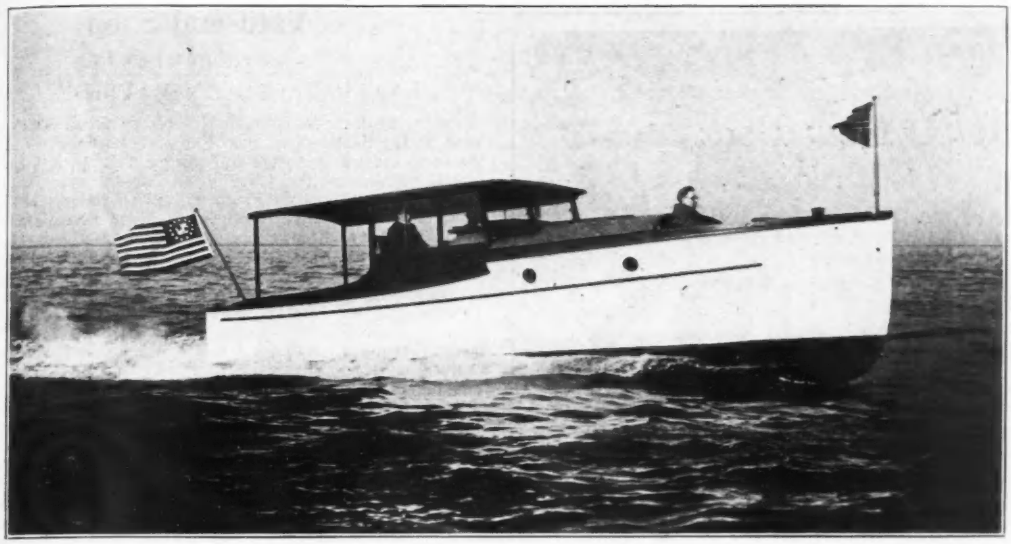
ANOTHER INTERESTING GIELOW CRAFT

From the great numbers of big palatial cruising yachts which have come from the boards of Henry J. Gielow, Inc., prominent naval architects of New York, many yachtsmen may have gained an impression that the Gielow organization is interested only in the designing of big yachts of the ocean going type. This is far from being the case. For example, one of the newer boats just designed by Gielow is the handsome yacht Althea, a 105-footer now being built for C. Hayward Murphy of Detroit.

Althea is to be powered with Diesel Motors which are supposed to be vibrationless under all operating conditions. Accommodations include an extra large living room, well appointed dining room, four state rooms and three baths. A deck shelter extending the full width of the after deck will provide excellent facilities for open air recreation. Althea represents the very last word in modern diesel Yacht design.

(*Continued on page* 152)

Advertising index will be found on 3rd last page



The New Vedette
Powered by BUDA

The New Vedette is a distinct advance in motor boat design. It is a smart, compact 30 footer, sleeping four, with a sustained speed of 18-20 miles per hour.

This ideal combination of runabout and cruiser is built complete by The Elco Works, Bayonne, N. J.—and is sold at a most moderate price.

Such a craft demanded a dependable power plant capable of continuous speed. The Buda 85 H.P. was selected because of its unbroken record of reliable performance.

Buda Marine Engines make fast friends with yachtsmen, for quality is "BUILT IN." With a Buda you can literally "forget the engine." Ask for Bulletin No. 580 which gives you full particulars on all Buda models.

Branch Offices:

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664 MISSION STREET - - - - - - - SAN FRANCISCO, CAL.

THE BUDA COMPANY, HARVEY, { CHICAGO SUBURB } ILLINOIS

ESTABLISHED 1881

BUDA MARINE POWER

YOUR New Boat

— be it a 40-footer or a Leviathan

will be most serviceably equipped with

SANDS

PLUMBING FIXTURES

Your Marine Architect or Boat Builder will gladly supply them

IN WHITE OR COLOR

A. B. SANDS & SON CO.

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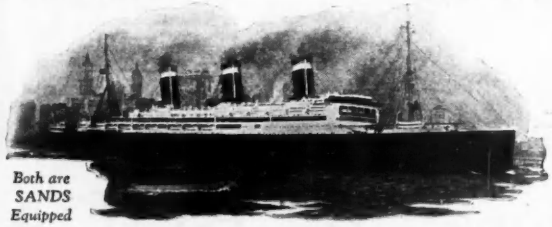


Both are SANDS Equipped

MARYLAND BUILT CRUISERS

WE are ideally equipped for designing and building cruisers and houseboats to meet your personal requirements at reasonable prices. For example we suggest:

Forty-One-Ft. Bridge Deck Cruiser: Single Screw $8,700; Twin Screw $10,000.

Complete with full equipment.

Fifty-foot Houseboat Cruiser: 150 H. P. Lathrop Engine $15,000. Complete in every detail.

Our boats are substantially constructed of selected materials by skilled men.

Submit your ideas to us for quotations, or write for further details on our boats.

Forty-one foot sword fisherman.

RALPH H. WILEY, M.E. OXFORD, MARYLAND

You Profit by Our Experience

Our experience in catering to yachtsmen's needs for forty years has shown us what they prefer. When you equip your craft with WILCO Hardware and Fittings you can be sure that you are getting only the most approved, reliable items. WILCO Equipment will be found on most of the important standardized cruisers ....it increases the value of any boat.

"WILCO"

HARDWARE and FITTINGS

The E. J. WILLIS CO.

85 Chambers St. New York City 67 Reade St.

Yard and Shop

(*Continued from page* 150)

LATER FACTS ON BAYSIDE RACE

Following the publication of my story Devil Take the Hindmost in the September issue of this magazine, Seward De Hart wrote to the editor that I had alleged falsely that his schooner, Rissa, had fouled the yawl Trump at the start, puncturing a hole in the yawl's bow. Prompted by this letter I have carefully reviewed the situation at the start of the Bayside-Block Island auxiliary race and am inclined to agree with Irving D. Jakobson, owner of Trump, that it was an "unfortunate accident." Rissa did not puncture a holde in the yawl's bow, as was rumored at the time. Instead, the hole was caused by Trump's impact with the bowsprit of the stakeboat at the weather end of the line. The collision with the stakeboat was caused by Trump's antecedent collision with Rissa, but if I interpret the facts aright Rissa had right of way, being leeward boat, and so cannot be blamed for the damage to Trump.

Mr. De Hart also contends that when he asked Hotspur for room at the stakeboat he did have an overlap and was entitled to call for room. In this I still differ with him, but inasmuch as Hotspur bore away as an act of courtesy and gave Rissa room no planks were damaged and the existence of the overlap does not greatly matter. I regret, nevertheless, that I gave MoToR BoatinG's readers a false picture of the relationship between Rissa and Trump and am glad to take this opportunity to rectify it and to apologize to Mr. De Hart for seeming to impugn his sportsmanship.

ALFRED F. LOOMIS.

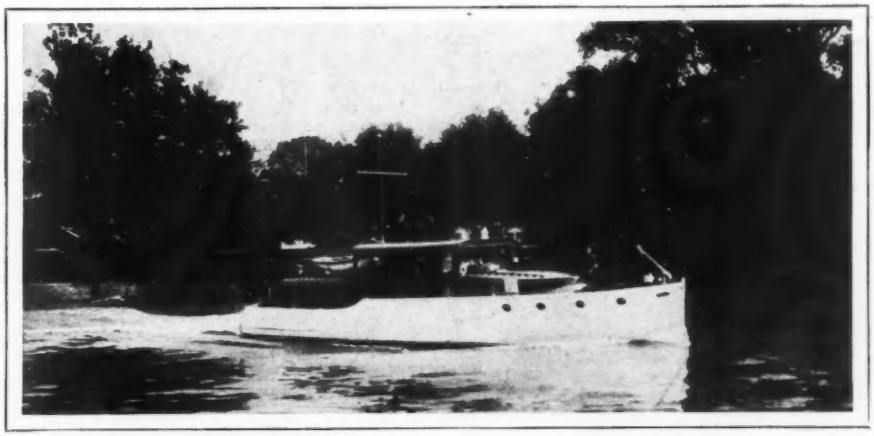
Two modern forms of transportation. Chris-Craft runabouts in a stock runabout race at the Washington President's Cup regatta

THE PRESIDENT'S CUP REGATTA

It was fitting that the season's last full fledged motor boat regatta should have been at Washington, and the prize, the President's Cup. Sharp at two o'clock on Saturday afternoon, September 14, President Hoover stepped aboard the U. S. Cutter to watch the races. He is a motor boating enthusiast all the way through, and he was intensely interested in what went on. The old Potomac was lashed into a maelstrom by both the racers and the wind which blew steadily up the river. At one time so strong became the wind that racing was called off for an hour. Several of the coast guard boats dragged their anchors and one or two small collisions occurred among the sight seeing boats. But it was a gala occasion and sport reigned for the day. There were races for almost every type of boat afloat on the river. In fact when they were able to find two similar boats of the same class, they were willing to stage a race for them. The outboards were ever present, and they ran some very pretty races. Only three spills marred the racing, and these were all cheerfully taken by the drivers.

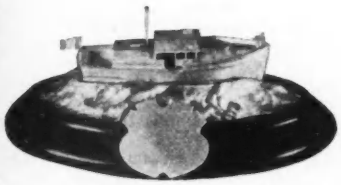
Perhaps the stock runabouts claimed more interest than anything else. Every day more interest is being shown in these fast Chris-Craft mahogany motor boats. These stock boats were able to make a remarkable showing against the high powered, delicate racing machines which were present. In fact the folks at the President's Cup Regatta learned for the first time, many of them, what modern motor boating was like. The boats are constructed and handle just like an automobile. A girl, Helen Browne, about 14 years old, won her race driving a Chris-Craft, the first time she had ever driven a modern motor boat in her life.

(*Continued on page* 154)



SCRIPPS *powered* Rosalind

Wins Kermath Trophy



CONSISTENCY

The first annual long distance cruiser race for the Kermath Trophy, held under the auspices of the Cleveland Yachting Club, was won by "Rosalind" owned by Stanley C. Wilcox of Cleveland and powered by a six-cylinder Scripps Motor. The Rosalind covered the 112 mile course within 3 minutes 41 seconds of her handicapped time.

THE regularity with which Scripps powered boats place each season in the major yachting events where reliability and endurance count, conclusively demonstrates the consistency and dependability of Scripps Motors.

These repeated victories are all the more significant in that the Scripps Motor Company does not itself participate in any regattas or races nor does it make it a practice of specially preparing motors for racing events.

The performance of Scripps winners, like the Rosalind, entered, prepared and operated by their owners, may always be accepted as a true measure of the service regularly delivered by a Scripps.

Let your next motor be a Scripps.

Ten models—15 to 200 Horse Power. High speed and medium duty.—32 page illustrated catalog on request

SCRIPPS MOTOR COMPANY, 5819 LINCOLN AVE., DETROIT, MICHIGAN

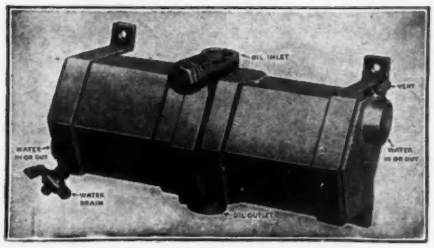
SCRIPPS

THE MOTOR THAT CROSSED THE ATLANTIC

---and here's what Gray has to say about Groco!

"We are standardizing on your product because of its efficiency, compactness, easy adaptability to our motors and because our experience has proven it to be of such uniform high quality."

GROSS MECHANICAL LABORATORIES
Baltimore Maryland



GROCO
REGISTERED U.S. PATENT OFFICE
OIL COOLERS

In the Marine field there are more Groco Oil Coolers sold than all the rest combined.

Fleetwing

Cruisers of Exceptional Value

THE Fleetwing Fleet—"32", "40" and "55"—has especial appeal to yachtsmen who through long experience have learned first hand what attributes a good boat must have—and they find these features in Fleetwing cruisers which are priced surprisingly low.

You are cordially invited to visit our show room—via Subway to 157th Street, then across bridge foot of 155th Street—via auto to 158th Street and under viaduct, then back to 153rd Street.

FLEETWING YACHT & SHIPBUILDING CORP.
FRANK V. BORICK, President
153rd Street and Hudson River, New York, N. Y.

Let Us Repeat

THE Detroit Yacht Club monthly magazine—"Main Sheet"—holds for your product a ready and certain market. Don't overlook the opportunity of using space in it to sell the most enthusiastic group of yachtsmen in the world—and one of the largest!

Special rates and circulation data on request

The Main Sheet
5-216 General Motors Building Detroit
W. D. EDENBURN, Editor

Yard and Shop

(*Continued from page* 152)

A LIBRARY OF THE SEA

At St. George, Staten Island, N. Y., not far from Sailors' Snug Harbor, the home of retired old salts, there is located a branch of the New York Public Library having, among its other departments, one which is filled with the atmosphere of the sea. It is called the Sea Room and was conceived and organized by the head of the library, Mrs. Irma H. Erath, who visioned and finally developed a department devoted to maritime subjects, which would be more than a mere room containing literature on nautical subjects.

The idea was conceived about four years ago when she was confronted with the problem of providing an attractive and appropriate setting for a small body of sea literature which the library contained. Since that time, the number of volumes in its circulation has grown to a total of more than a thousand, some of which are rare and particularly valuable, embracing every field of marine literature.

Handsome models of full rigged ships are displayed tastefully about the room and prints of stately clipper ships and beautiful marine paintings adorn the walls, contributing greatly to the nautical atmosphere. Red and green port and starboard sailing lights hang at either side of the entrance and give the room a final touch of the sea.

The 55-foot Fleetwing cruiser Ibel, powered with two Buda reduction gear engines

MOTOR YACHT IBEL

Ibel is one of the handsome Fleetwing 55-foot Cruisers. The power plant consists of two Model GMF-6 Buda engines with their 2.4 to 1 reduction gears, which drive Ibel at a sustained cruising speed of 13.53 miles per hour. The principal dimensions are: length over all 55 feet; length on water line 53 feet 10 inches; beam 13 feet 6 inches; and draft, 3 feet 10 inches.

All Fleetwing cruisers are of rugged construction, with class A-1 workmanship throughout. Genuine Honduras Mahogany is used for the cabin houses and all interior joiner work.

The general arrangement is exceptional and commodious for a boat of this size. In the extreme forward end are the crews quarters, followed by a large, completely equipped galley. Next comes the engine compartment with the dining salon over the engine space. This dining salon occupies the entire forward deckhouse. Aft of the dining salon is located the owners and guest quarters, which consist of two large single staterooms with double berths, bath room, and extra toilet room both equipped with hot and cold running water. Aft of these come the luxurious stateroom for the owner, which extends across the entire ship. These quarters are replete with all the conveniences to be found in the most luxurious craft.

The spacious after cockpit is accessible from both the deck and the owners quarters, and accommodates four large lounging chairs. The combination pilot house and lounging room is roomy and accommodates four to six persons.

All equipment aboard Fleetwing Cruisers is the best available, and this fine yacht is a typical example of the naval architects' art as exemplified by the Fleetwing Yacht & Shipbuilding Corporation.

MOTORCYCLE CROSSES ENGLISH CHANNEL

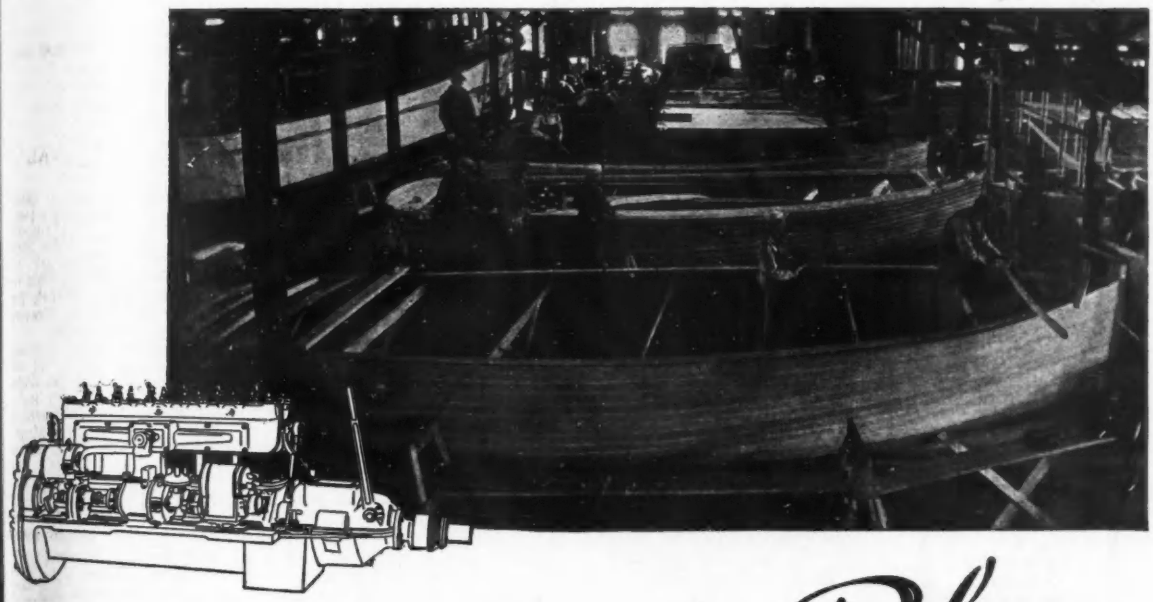
A unique round-trip journey was made recently by motorcycle from Birmingham, England, to Dover and across the English channel to Calais. Following its road trip the machine was fitted with floats on which it successfully crossed the channel under its own power. H. S. Perry was the pilot, and his saddle passenger, Mr. Thacker.

According to Joseph Zubaty, chief engineer of the AC Spark Plug Company, the machine was running at half throttle during most of the crossing and at times the spark plug was covered with heavy salt water spray, but despite these conditions no trouble was experienced.

(*Continued on page* 156)

Advertising index will be found on 3rd last page

STANDARDIZED BOATS



with engines by Palmer

The Palmer Line

TTL—1-cylinder.....	2 h.p.
PMR1—1-cylinder.....	6 h.p.
PMR2—2-cylinder.....	12 h.p.
PMR3—3-cylinder.....	18 h.p.
PMR4—4-cylinder.....	24 h.p.
TR1—1-cylinder.....	7 h.p.
TR2—2-cylinder.....	18 h.p.
TR3—3-cylinder.....	30 h.p.
TR4—4-cylinder.....	40 h.p.
P2—2-cylinder.....	18 h.p.
P3—3-cylinder.....	25 h.p.
P4—4-cylinder.....	35 h.p.
P6—6-cylinder.....	50 h.p.
MR2—2-cylinder.....	25 h.p.
MR3—3-cylinder.....	35 h.p.
MR4—4-cylinder.....	50 h.p.
MR6—6-cylinder.....	80 h.p.
Little Huskie—4-cylinder.....	15 h.p.
Power-Boy Six—6-cylinder.....	40 h.p.
P. A. L.—4-cylinder..	25 h.p.
Lycoming Straight 8..	115 h.p.

THE boat you will sail next summer is building now.

Before you select her you are going to carefully study every detail. Cockpit, bridge and cabin arrangement you will be able to see with your eyes shut. You will quote hardware, equipment and accessories complete without glancing at the specification sheet.

But how about the engine?

Ask the builder to equip her with a Palmer. He will gladly do so for he knows that Palmer Engines are dependable under all conditions and *actually deliver* their rated powers. Their performance reflects credit to the boat he builds.

There is a Palmer sales and service office in every important coastal city. Write or call there for details.

PALMER BROS. ENGINES, Inc.
COS COB, CONN.

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Palmer Brothers Engines, Inc., are the retail distributors for Lycoming Marine Motors

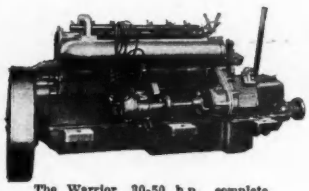
Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

A SENSATIONAL MARINE "6"
RED WING "WARRIOR"
30-50 H.P.
Priced no higher than a good "4"

THE tremendous demand for this popular new motor has been far beyond our expectations. Its unexcelled performance has created a sensation among owners of all kinds of marine craft. Smooth running—sturdy—powerful and, due to quantity production—available at the astonishingly low price of $495.00 With Electric Starter

RED WING MOTOR CO.
RED WING, MINN., U. S. A.

Send for Complete Catalog showing 18 THOROBRED MARINE MOTORS
1, 2, 4 and 6 Cylinders
4 to 150 H.P.



The Warrior, 30-50 h.p., complete with Paragon 90% reverse gear and 2-unit, 6 volt electric starting motor and generator. Bore 3½", Stroke 5". Piston displacement, 230 cubic inches.

Batten Seams and Double Planking

DOUBLE PLANKING

Ferdico Aviation Liquid Marine Glue

prevents leakage and decay if used on all rabbets and mortised joints such as chine logs, bilge stringers, battens, and double bottoms. Coat these parts and other scarf and fastened joints with Ferdico Aviation Liquid Marine Glue when putting boat frames together.

There is a Marine Glue for every leak. Send for free booklet on uses of Marine Glue

BATTENS

L.W. Ferdinand & Co.
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AQUA-PRESSOR

A combined air compressor and pump unit of rugged construction and many uses.

Furnished with either 32 or 110 volt motor. Can also be had with compressor only.

Manufactured by the makers of Hi-Duty Direct connected pumps.

Write today for literature and prices.
Used by Leading Yacht Builders.

BOWLER, HOLMES & HECKER CO.
259 GREENWICH ST. NEW YORK, N. Y.

Yard and Shop

(*Continued from page* 154)

ENGLEWOOD BASIN Y. C. STAGES FINAL JAMBOREE

The palm for the largest turnout of members and motor boats to a club affair—and perhaps, also, for the length of the jamboree—goes to the Englewood Basin Yacht Club on the Hudson. This club is composed of owners of motor cruisers who keep their boats in the yacht basin of Palisade Interstate Park, on the New Jersey side of the Dyckman Street ferry. This is, without doubt, the most ideal location about New York for mooring a motor boat, the only rival being the creek at Travers Island off the New York Athletic Club.

The Englewood Basin Yacht Club members enjoy living aboard their cruisers lying in the undisturbed waters of the basin, with the drooping willows and flowering vines that clothe the lofty cliffs above, forming a setting which few yacht basins on salt water afford. Throughout the season the Englewood Basin Yacht Club members turn out in force for the Bear Mountain Handicap of the Colonial Yacht Club, more as an interclub courtesy than for any active interest in cruiser racing. But theirs is always a fine and numerous contingent in this picturesque event.

As the season draws to a close things get tense about the Basin, committees go into action and things hum. And something happens as a result of all this activity—which is not always the case in yacht club humming. A three-day jamboree is at hand. It is—and it isn't—a regatta. But the party does start off with a race. It is a chance race, and the conditions of it are accepted by everybody beforehand. The whole thing is understood and protests don't exist.

This season the Englewood Basin Yacht Club jamboree was pronounced a howling success by everybody, including those who didn't win first prize in the chance race. Every year it has been a fine, well attended affair, but this year better than ever.

The chance race started from Englewood Basin on a Saturday afternoon. The course lay up the Hudson for a distance of 12 miles to South Haverstraw, the finish line being inside of the artificial basin there which makes another ideal anchorage for cruisers, protected by a breakwater on three sides.

Fifty-three cruisers were on that starting line! The first boat over the line would get its name in the hat on 53 bits of paper. The second boat to finish would get 52, the third boat 51, and so on down to the last boat whose name would be put on a slip of paper in the hat, which, by that time, had been emptied into a pail. Then the race committee did a clever bit of work. They got a little boy of 3 to pull out those numbers.

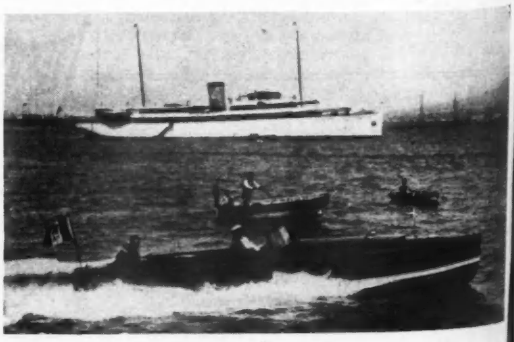
All boats finished, J. M. Murphy's Eileen III being first over the line, followed by William Feather's Kenruth, Vice-Commodore Dave Hasbrouck's Changwau III and after them the fleet came in in swarms.

Every boat of the 53 which competed in the chance race received a prize. The winner of various places had the pick of a huge assortment of prizes donated by various concerns in the marine supply trade.

Thereafter for three days the crews and guests of the 53 beautiful yachts, many of them fully dressed, lay at anchor in the basin, while water sports, and land sports amongst teams made up from the fleet, competed for still more prizes.

The officers under whose leadership the jamboree was held are Commodore Gustave Fischer, Vice-Commodore Dave Hasbrouck, Secretary D. W. Westrope, Treasurer Ernest Fischer, with L. Reimer, Chairman of the Regatta Committee, and R. Welling of the entertainment committee.

(*Continued on page* 158)



Delfino, a 26-foot Hacker designed boat powered with a 1[illegible] h.p. Kermath, is used by Premier Mussolini

Advertising index will be found on 3rd last page

The

HOLLEY DOWNDRAFT CARBURETOR

will be standard equipment on 1930 models of five of the largest manufacturers of Marine Engines in this Country.

HOLLEY CARBURETOR COMPANY

DETROIT, MICHIGAN

WOOLSEY'S Paints & Varnishes

TRADE MARK

Quality Products Since 1853

You Will Surely Require Copper Paint

Buy the Best!

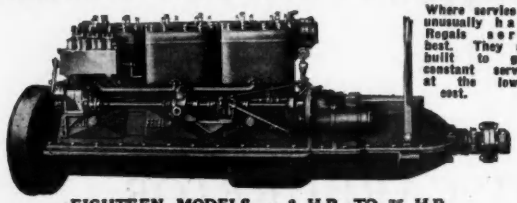
WOOLSEY'S Copper Paints, put up in Red, Brown, and Green, have been standards of excellence for the past 76 years. They give absolute protection against fouling either by seaweed, barnacles or other marine growth. It will pay you to use WOOLSEY'S.

Write today for Marine Paint Booklet—Free

C. A. WOOLSEY PAINT & COLOR CO.
Jersey City New Jersey U.S.A.

For Constant Service There Are None Better Than

REGAL MARINE ENGINES



Where service is unusually hard Regals serve best. They are built to give constant service at the lowest cost.

EIGHTEEN MODELS — 2 H.P. TO 75 H.P.
Regal Engines are equipped with high speed reversing gear. Link Belt, silent chain drive for timing gears.

REGAL GASOLINE ENGINE COMPANY
Established 1901
74-82 WEST PEARL ST. COLDWATER, MICH.
Manufacturers of REGALITE, ¾-K.W. air-cooled electric lighting plant.

PRODUCTS FOR MARINE SERVICE

AC Instrument Panels
AC Tachometers
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AC Ammeters
AC Spark Plugs

Write for descriptive folder, giving us name of your nearest dealer

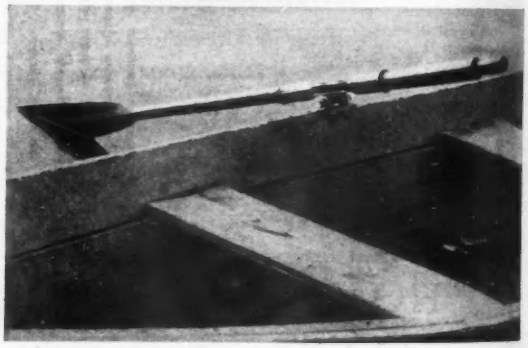
AC SPARK PLUG COMPANY
FLINT, *Michigan*, U. S. A.

Yard and Shop

(*Continued from page* 156)

HELPING THE OARSMAN

A novel device has recently been perfected and is about to be offered to oarsmen of the country. Its particular advantages are that it enables the person rowing to face the bow of the boat and in this way see the direction in which the boat progresses. The customary method of rowing with the back to the bow is difficult, particularly for the inexperienced. It is quite a common thing to see a boat rowing about and proceeding in any direction but a straight line. The device which is to be manufactured by the International Marine Specialty Sales Company of Great Kills, New York, consists of a simple pair of sockets which are attached to an oar which is cut at about the point where the usual oarlock is placed. Terminating in gears it changes the motion of the oar blade so that its direction is opposite to the usual. This enables the oarsman to face forward and by pulling on the oar handles in the usual manner the boat will move forward and can be guided much more effectively and securely. While it is intended primarily for those unskilled in handling oars, its advantages should be equally apparent to the more expert. Its use should make it a much simpler matter to handle a small boat by means of oars.



Showing the method of rowing when facing forward, and a detail of the oar device

SIMPLIFYING NAVIGATION

Navigators of small boats who have experienced difficulty in laying accurate courses on account of the vibration and movement of the boat while they are making their calculations will be glad to learn of an improved and simplified course protractor which makes the laying of a course a comparatively simple operation. It is known as the Ten Second Course and Distance Finder and consists of a patented transparent compass card to the center of which it attached a tape scaled according to the chart.

In using the instrument it is merely necessary to center the compass card over the ship's position, orient it according to the compass rose on the chart, and draw the tape so that it lies along the ship's course. When these simple operations have been done it is possible to read the correct course and exact distance directly from the dial and tape. The charts which are in general use in navigating along the coast are drawn to a scale of one to 80,000 and the tape is calibrated on one side according to this scale. The other side is left blank so that any other scale which is frequently used may be marked on, if desired.

(*Continued on page* 160)

Advertising index will be found on 3rd last page

Now here's a truly handsome thing to do

PERHAPS there is ONE extraordinary person in this world to whom you could present nothing less than an extraordinary gift.

In years gone by a fine motor car might have expressed your tenderest emotions and abiding thoughtfulness. Some jeweled trinket may carry regard in terms of money spent. But THOUGHTFULNESS, the essence of giving, is not so casually satisfied.

So, if this very princely gift is for the kind of person we think it is, may we suggest the sleek, sophisticated, tremendously sporting Gar Wood?

And if a runabout is the thing, you may depend upon it that the Gar Wood is just the kind of boat you'd expect Gar Wood to build.

After all, it's PLEASURE you want to give—and that includes satisfaction—now, and for years to come.

And note this too—EVERY CHRISTMAS GAR WOOD WILL BE A 1930 MODEL—just like the boats that will be shown at the New York Motor Boat Show in January!

"You can't hang a Gar Wood on a Christmas Tree", we are reminded. . . .

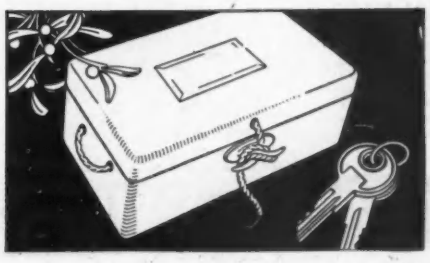
Nor, for that matter, could one drive it about the drawing room.

But we do send you a beautiful little mahogany box with a silver plate bearing the name you select for the boat, or the proud owner's initials, as you wish.

In this gift box are the keys to Gar Wood and a handsome gift card that tells the recipient where this little dream-ship is. She may be delivered in southern waters, on the west coast, the Riviera; on Christmas, a month from Christmas or in the spring. Any time and any place.

That makes your gift even a more glorious surprise, doesn't it?

These Christmas Gar Woods (all 1930 models) are priced from $2,950 to $12,950 and rated at 30, 40, 50 and 55 miles per hour.



GAR WOOD *Inc.*

THE GREATEST NAME IN MOTORBOATING

429 Connecticut Ave. Detroit, Michigan

1862 Broadway at 61st St., New York City

Nautical Instruments by Bliss

Are the choice of experienced yachtsmen and naval architects everywhere.

Catalog sent free upon request

JOHN BLISS & CO., Inc.
83 Pearl Street, New York City

STURGES ANCHOR HOIST

Easily installed by anyone without disfiguring or marring your cruiser in any way.

Makes Anchor Raising Easy

THIS simple practical device makes anchor raising the easiest job on your boat. The Sturges Anchor Hoist provides every requirement for lowering and raising the anchor with minimum manual effort. When not in use, the davit and the hoist can be unshipped, leaving only the base on deck. The Sturges Anchor Hoist is made for any type of anchor up to 100 lbs. Sturdily built, heavily galvanized. Furnished entirely in brass at slight extra cost. The davit can be designed especially to fit your boat without extra cost.

Rope is easily applied in open type block.
Model No. 2 with 3 speed transmission, for anchors 60 to 100 lbs. The low speed gives powerful leverage for breaking the anchor loose from a mud bottom. Second speed (on which the handle is shown) is normally used for hoisting the anchor. The high speed or direct drive on main shaft is for quickly reeling in the slack of the rope. This model also has powerful brake for lowering anchor into water.
Made in three different sizes.
You will be surprised at the many features of the Sturges Anchor Hoist. Let us explain them to you. Write today for details and prices.
Davit unships here.
Carrying handle.
Windlass unships here.
Combination base, including bitt, adds to appearance of boat.
Patent Applied For

We also manufacture a special hoist for handling outboard motors.

STURGES ANCHOR HOIST
5 Kensington Road Bronxville, N.Y.

Yard and Shop

(*Continued from page* 158)

BOAT BUILDING

A new edition of a very complete text book on practical ship and boat building has just been published in Germany by the Scientific Society Hütte in Berlin. In characteristic German thoroughness, this work covers the entire theory and practice of boat building and is illustrated with almost 500 drawings and plates. It has also a new feature for German technical books which is an English-German word index which gives the German translation of many typical English words used in boat building operations.

The work is divided into five general divisions which begin with a description of the types of boats used in commercial, yacht, and sport services. This is illustrated with drawings, and technical details of the various types from which their relative advantages can be easily studied. The second division goes into the construction, and details the relative value of various forms of wooden construction, metals, and the processes of painting, lacquering, etc. The methods of construction and their logical sequence are also covered in detail. The third division is devoted to the machinery installation for boats. It goes into detail of numerous types of engines, their fuel, as well as the capacity of power plants of various kinds. A chapter is devoted to the care and service of engines and as an example of the thoroughness many American built machines, including the outboard engines, are all studied in detail. The fourth division goes into a very thorough study of the lines of boats and gives examples of the computations necessary for determining the water line planes, stability, and details of structural strength necessary in boat design.

While this book is in the German language, it might be difficult for American readers to understand the deeply technical features of the work, however, naval architects, boat builders and marine engineers generally should find it particularly useful as the tables and computations can be followed and understood by any one acquainted with matters of this kind. The publishers are Wilhelm Ernst & Sohn, Berlin W 8, Wilhelmstr. 90.

A family outing in one of the 38-foot Chris-Craft Cruisers

MANHASSET CLUB PLANS WINTER ACTIVITIES

The Board of Trustees of the Manhasset Bay Yacht Club has decided to continue operating their club house after the close of the usual yachting season, and the Entertainment Committee has been arranging for a rather elaborate program of social activities including quite a series of dances and entertainments.

In order to avoid a deficit during the winter months the Manhasset Bay Club urges its members to patronize the restaurant and rooms just as much as possible. In response to a number of requests it has been decided to extend the use of the rooms during this period to a member and his wife.

NAVIGATION CLASSES AT TAMAQUA CLUB

The Tamaqua Yacht Club of Sheepshead Bay, Brooklyn, has very kindly consented to allow the Sea Scouts of Sheepshead Bay to hold weekly meetings in their club house. Some of the members of the Tamaqua Club have also volunteered to give the Scouts instruction in small boat navigation and seamanship. In this activity the club is promoting a very worthy cause and they deserve the cooperation of all who are able to assist in any way.

(*Continued on page* 162)

Advertising index will be found on 3rd last page

The Dodge Boat Works Use Lycoming 8-In-Line Marine Engines as Standard in Their 26-Foot Runabout

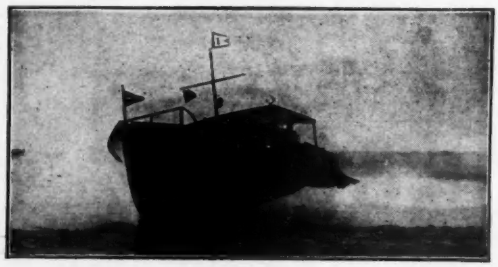
Nothing *Finer* Can Be Said of Any Motor Boat Than, It is -

LYCOMING MOTORS

LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

Lycoming Marine Engines are also Available to the Retail Trade

The Newest Member of the
DYER MOTORCRAFT Family



"Protest"—a spectacular speed cruiser, the first of a fleet of 38-foot, twin screw express commuters.

This yacht is built of the special patent construction used in all Dyer Motorcraft. It has the greatest strength per material weight known to naval science and is particularly suited for fast work in rough water.

Orders Now Being Taken for Southern Delivery

DYER MOTORCRAFT CORPORATION
EAST GREENWICH, RHODE ISLAND

The World's Best Built Boat.

TANKS

For Storage of
GASOLINE, OIL or WATER
Made to Order

No matter what your tank problem, we are ready to meet your requirements for special shaped tanks in galvanized steel, monel metal or copper. Our engineering department will be glad to assist you. Also a large supply of standardized tanks in many sizes carried in stock for prompt shipment.

RUDDERS, STACKS, SPECIAL WORK
GALVANIZING

L. O. KOVEN & BROTHER
Incorporated
154 Ogden Avenue Jersey City, N. J.

B. Schellenberg & Sons

EVERYTHING FOR THE PERSON OF THE YACHTSMAN, HIS OFFICERS AND HIS CREW

Clubs, yacht owners, commercial boat owners should take advantage of our almost 70 years' experience in outfitting the mariner, both inland and deep sea.

Crews and Club attendants furnished without Charge

B. SCHELLENBERG & SONS
Established In 1857
90 to 105 Myrtle Avenue
(Near Bridge Street), Brooklyn, N. Y.
Telephone: Cumberland 0804

Yard and Shop

(*Continued from page* 160)

PALISADES PARK PLANS BIG DEVELOPMENT

According to proposals under way at the present time new facilities for yachtsmen at the Jersey end of Palisades Interstate Park have been planned, involving the expenditure of approximately $100,000. This amount is practically double what had been originally forecast by the Park Commission early in the season. An extension and improvement upon the facilities at Englewood Basin and at Forest View has been decided on as well as the creation of a new mooring basin at Alpine of considerable extent.

This enlargement of the plans is due largely to the fact that the park is drawing Jersey yachtsmen from increasingly greater distances all the time, as well as to the extended use of boats and yachts in the territory which it has been heretofore serving. The demand for mooring and storage facilities is constantly growing and seemingly cannot be satisfied.

The plans call for an increase in the accommodations for transient boats. The Park Commission plans budget $28,000 for dredging Forest View Basin to a depth of six feet at low water and for the building of a bulkhead for the enclosure of the basin which at the present time is inaccessible at low water. It is four hundred feet long and has side bulkheads extending out into the river for practically an equal distance, but there is no protection on the river side. The plans of the project call for bulkheading along this outside edge, giving complete protection from the wash of passing boats and the wreckage of the river. A narrow entrance through the bulkhead will be allowed in the customary manner.

The biggest project on the Park Board's program is the construction of a new basin at Alpine where accommodations will be supplied for one hundred cruisers. The site adjoins the landing of the Yonkers Ferry at one end and the existing Alpine Basin at the other. The new basin will be five hundred feet long and will extend more than two hundred feet out in the river with complete protection except for the eighty-foot entrance. A fourteen-foot walk will be provided around the outside much the same as that of the Englewood Basin. The plans for Englewood Basin include repairs and the construction of a locker room and club house. It is now more than a thousand feet long and nearly two hundred feet wide, with stalls for 138 boats, of which ten are reserved for the use of transients.

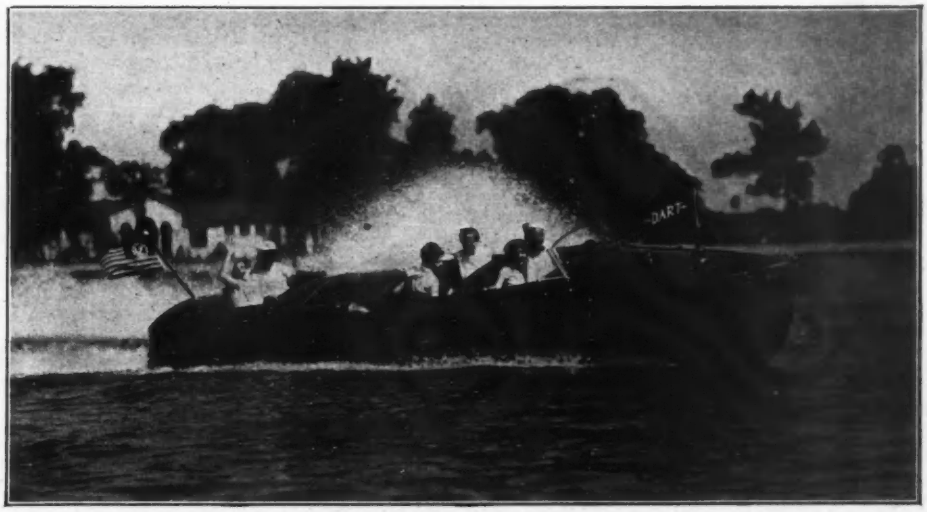
Buzzard III, an internationally famous Hackercraft with Kermath power owned by R. M. Busse of Berlin. The only boat running under German colors. She won the Tatler Cup against a field of nine competitors at the Venice International Regatta

NEW FISHER YACHT LAUNCHED

One of the season's largest new pleasure craft was launched recently from the well known yard of Pusey & Jones Corporation, Wilmington, Del., for Fred J. Fisher of General Motors Corporation. This notable yacht was designed by John H. Wells, Inc., with Cox & Stevens, Inc., cooperating. She is 236 feet long overall; 197 feet water line; 34 feet beam and 13 feet draft. Impressive ceremonies marked the launching which was witnessed by a notable group of the owner's friends, including Alfred P. Sloan, Jr., Pierre DuPont; James Q. Goudie and Mrs. Goudie, Detroit, and Andrew Ball and Mrs. Ball of Detroit. The yacht was christened Nakhoda by Mrs. Fred Fisher, wife of the owner.

Nakhoda is the first of three ocean-going yachts of identical exterior design and dimensions, the other two being for Mr. Alfred P. Sloan, Jr., president of General Motors, and another well known automobile executive. Special features of the yacht are the electrical equipment which includes electrical cooking and refrigerating systems, electrical fire and bulkhead alarm and forced ventilation. There are three generating sets, two 6-cylinder 75 K. W. Winton Diesels and one 6-cylinder 30 K. W. Diesels. The propelling machinery consists of two 8-cylinder 1100 H. P. airless injection Winton Diesel engines.

(*Continued on page* 166)



Some Facts

that you can prove on dry land

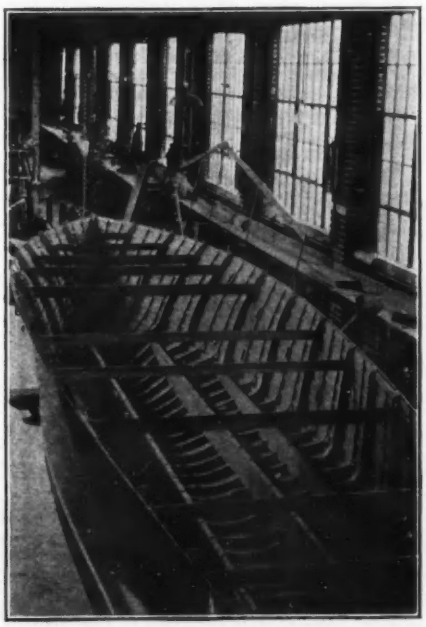
about DART BOATS

The enjoyment of a runabout is dependent upon performance — performance is *entirely* dependdent upon design and construction.

The beauty and grace of Dart design is readily apparent to the eye, but the unusual seaworthiness, smooth riding and extra speed resulting from superior design, must be experienced on water to be appreciated. Construction, however, can be seen and proven on dry land.

Examine the Dart hull carefully — compare it with crafts of its type— and learn why Dart Runabouts are outstanding.

Notice that the bottom is double planked, sandwiching a layer of ten ounce canvas imbedded in marine glue.



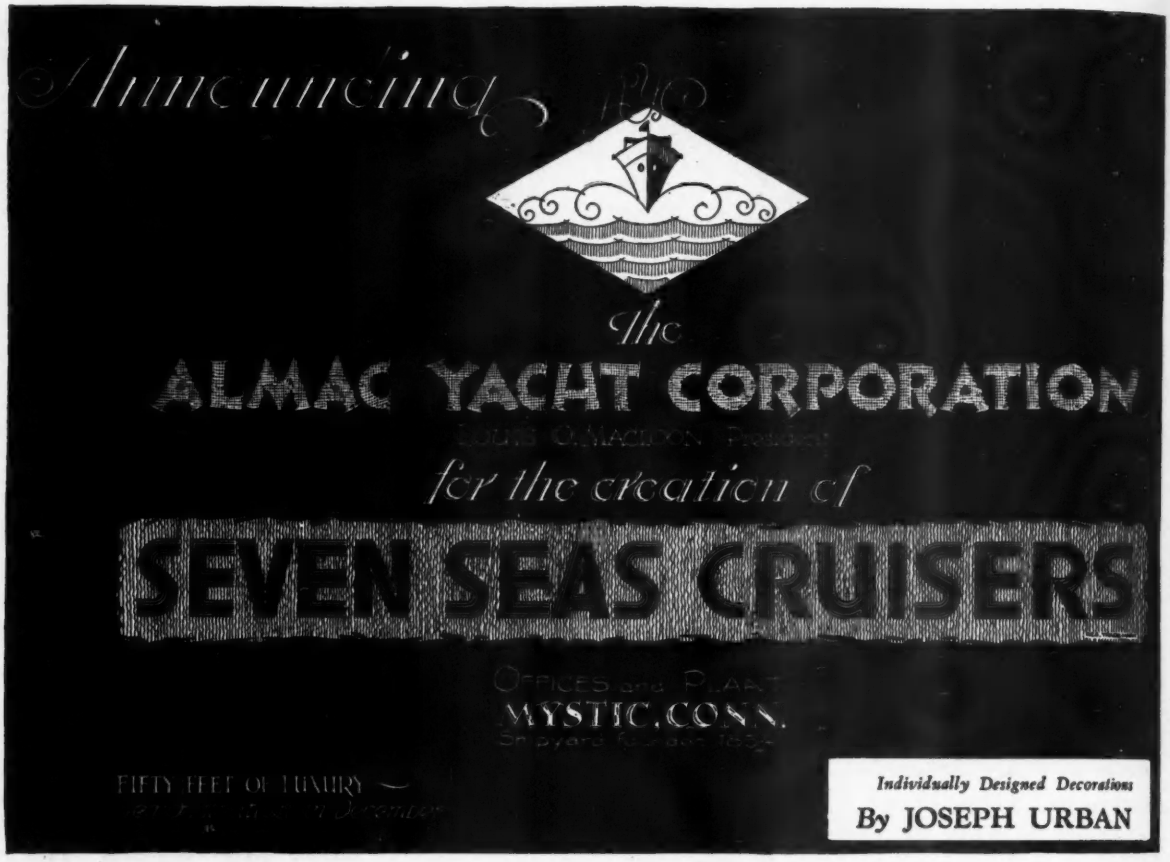
Observe the generous use of frames. Steam bent auxiliaries. Reinforcing evêry four inches. The hundreds of copper rivets in place of screws.

Notice the high quality of the mahogany and careful matching of the grain.

Examine the Val-Spar finish, the Monel Metal propellor shaft, the box springs and other equipment. These are facts— dry land facts that explain the performance of Dart Runabouts.

Write today for complete information... 18½, 22½, 26 and 30 ft. open or closed models. Deferred payments if desired.

DART BOATS · *Incorporated* · TOLEDO, OHIO



AMERICAN MOTOR BOAT RECORDS

(*Continued from page* 20)

Class D, Division I

Peggy Lee, driven by Floyd Hodges at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Johnson engine. Speed 41.06 m. p. h.

Class A, Division II

B2, driven by A. E. Sutherland at Worcester, Mass., May 30, 1929. Built by Herbst, Lockwood engine. Speed 25.50 m. p. h. (4)

Class B, Division II

Ohkay, driven by H. S. Ferguson, at Peoria, Ill., Oct. 15, 1929. Built by Lake Elsinore Boat Works. Johnson Engine. Speed 40.43 m.p.h.

Class C, Division II

Wild Fire, driven by R. Allen Smith, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Evinrude engine. Speed 38.73 m.p.h.

Class D, Division II

Baby Whale, driven by Marshall Eldredge, at Peoria, Ill., Oct. 15, 1929. Built by D. N. Kelley & Son. Johnson Engine. Speed 44.654 m.p.h.

Class E, Division I

Thoroughbred Baby, owned by Col. S. Tooey, at Boston, Mass. Oct. 5, 1929. Fay & Bowen boat, Johnson engine. Speed 34.82 m.p.h.

Class E, Division II

Ludington, driven by J. Dunnell, at Worcester, Mass., May 30, 1929. Ludington boat, Johnson engine. Speed 40.36 m. p. h. (5)

Six Miles

Class B, Division II

Blue Streak, driven by H. G. Ferguson at Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works. Johnson engine. Speed 40.54 m. p. h.

Class C, Division I

Blue Streak IV, driven by Chuck Hall, Lake Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 37.75 m. p. h.

Class C, Division II

Blue Streak IV, driven by H. G. Ferguson at Lake Elsinore California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 40.63 m. p. h.

Class D, Division II

Blue Streak IV, driven by H. G. Ferguson at Lake Elsinore, California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 43.06 m. p. h.

Class E, Division I

Ceestepper, driven by L. E. Preston at Red Bank, N. J., August 25, 1929. Built by Penn Yan Boat Works, Johnson engine. Speed 40.227 m.p.h.

Ten Miles

Class B, Division II

Full Quart, driven by John Maypole at Lake Winnebago, Wis., July 28, 1929. Built by Ramsey Boat Works, Johnson engine. Speed 33.24 m. p. h.

Class C, Division I

Miss Genn III, owner by Robson Cuppils, at White Rock Lake, Dallas, Texas, Sept. 8, 1929. Built by R. Allen Smith, Evinrude engine. Speed 40.089 m.p.h.

Class C, Division II

Blue Streak II, owned by L. Baugham, driven by H. G. Ferguson, at San Diego, California, Dec. 16, 1928. Built by Holt, Evinrude engine. Speed 38.59 m. p. h (B)

Class D, Division I

I'm Alone, owned by E. Widegren, Oyster Bay, N. Y. Sept. 29, 1929. Built by D. N. Kelley Co., Johnson motor. Speed 47.36 m.p.h.

Class D, Division II

Blue Streak IV, owned by Dr. Baughman, at Lake Elsinore, Cal. Sept. 22, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 44.12 m.p.h.

Class E, Division II

Miss Mystery, owned by L. F. Davids, at Boston, Mass. Oct. 5, 1929. Built by Fay & Bowen, Johnson engine. Speed 40.36.

Fifteen Miles

Class B, Division II

Blue Streak, driven by H. G. Ferguson at Lake Elsinore, California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 40.40 m. p. h.

Class C, Division II

Blue Streak IV, driven by H. G. Ferguson, at Lake Elsinore, California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 40.31 m. p. h.

Advertising index will be found on 3rd last page

COLUMBIAN
BRONZE PROPELLERS

A Standard Propeller on many Standardized Boats

A.C.F. CRUISERS

PURDY BOAT CO.
Designers and Builders

CHRIS BLANCHARD BOAT COMPANY

NEW YORK YACHT, LAUNCH & ENGINE CO.
Morris Heights, New York City

BABY GAR
GAR WOOD INCORPORATED

Vinyard

Fleetwing
Greenport Basin & Construction Co.

G. T. BACKUS & SON
HIGH GRADE MOTOR BOATS
Fort Pierce, Florida

Elco MOTOR BOATS
The Elco Works

Hackercraft

MATHIS YACHT BUILDING COMPANY
Cooper's Point, Camden, N. J.

LÜDERSHIP
Lüders Marine Construction Co.

DAWN

FAY & BOWEN Continental
FAY & BOWEN ENGINE COMPANY

DEFOE BOAT & MOTOR WORKS
Bay City, Michigan

DODGE Sport-a-Bout
HORACE E. DODGE BOAT WORKS, INC.

MOTORCRAFT

DYER MOTORCRAFT CORPORATION

Chance Marine Construction Co.

Columbian's Responsibility!

Every one of the names on this page is known to boat lovers all over the world as a leader. And nearly every standardized boat that slides off their ways is Columbian equipped.

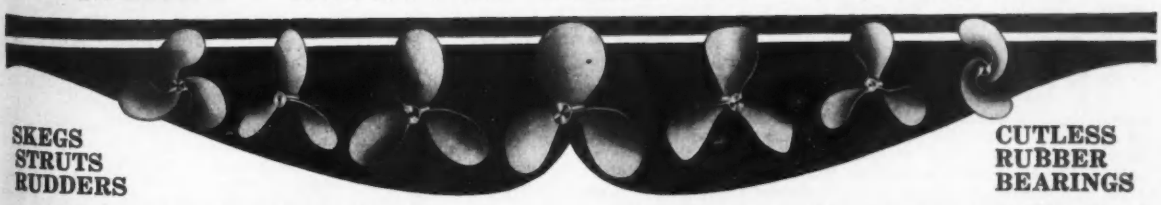
These marine builders have carefully built and guarded a reputation for outstanding merit. To help uphold those reputations is Columbian's constant responsibility.

But it is a responsibility that is easily shouldered, for every Columbian represents the highest development of propeller manufacture, carried on under the direction of marine experts working with the finest of materials.

Send for our catalog "Propellers in a Nut Shell."

Cap'n Allswell Says:

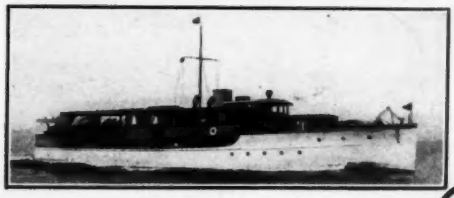
The craft with a Columbian behind usually arrives before!



SKEGS
STRUTS
RUDDERS

CUTLESS
RUBBER
BEARINGS

COLUMBIAN BRONZE CORP. **208 No. Main St., Freeport, L. I., N. Y.**



THREE UNSURPASSED
CONSOLIDATED CRUISERS
THREE UNEQUALLED
PANTASOTE PRODUCTS

Pantasote Company's Products

Chosen By

Consolidated Shipbuilding Company

Russialoid (trade mark) for the upper deck cushions, because of its fine appearance, its comfort and its weather-proof qualities.

Textasote (trade mark) for the deck awnings. A canvas of highly waterproof character, it was a logical decision.

Pantasote (trade mark) on the bunks below decks for its remarkable durability and fire resistance.

The Pantasote Company

Incorporated

250 Park Avenue **New York**

Yard and Shop

(*Continued from page* 162)

CHESAPEAKE CRUISERS HAVE ROUGH TRIP

A cold blustery northeaster, with intermittent gales of wind, and dreary weather marked the annual fall cruise of the Corinthian Yacht Club of Philadelphia to the Chesapeake Bay, in the week of September 28 to October 4, participated in by a dozen leading yachts.

Commodore Ernest duPont led the way with his handsome flag-ship Alberta II. Aboard the flag-ship also were fleet captain, John C. Groome, Jr., Secretary Alexander Glass, and a number of other prominent Corinthians.

Others in the fleet were Waleda, property of Vice Commodore Walter H. Lippincott; Vigilant, former Commodore Samuel L. Kent; Elise, former Commodore Frank B. Bower; Elizabeth, Dr. Harry Wilmer; William Darlington's Pomona; Ralph Earle's Katia; Walter Blackson's Oriole; Lessene, owned by Archie M. L. duPont; Josephine, Colonel Howell of the Engineers corps; Malabar VIII, W. Findlay Downs; and Nor'Easter, Colonel Edwin M. Chance.

The fleet assembled at Town Point, in the Elk River, September 28, and on Sunday, September 29, ran to the Magothy River, where late in the afternoon the rain and blow set in. Despite a steady rain, the fleet ran to St. Michaels on Monday, the wind increasing in volume as the boats journeyed. Late that afternoon it increased to a small gale, and by early Tuesday morning blossomed forth into a full-fledged gale.

The wind was blowing 42 m.p.h. at 4 a.m. Tuesday, October 1. Every yacht in the fleet had two anchors out, and most of them had their engines running. Rain came down in sheets. After a terrific buffeting all morning, the wind about noon shifted for a time to the south, and many of the boats went in close to shore at St. Michaels.

But another problem arose. The gale had blown an enormous quantity of water into the Miles River, and the surface was four or more feet above the wharves and docks. They were completely out of sight, and the town was flooded by the torrential rains. The wind became variable and blew from various directions, still blowing a terrific pace. Captains expected their deck houses or windows to blow away. Possibility of any runs Tuesday or Wednesday were out of the question.

Three boats ventured out Wednesday, and bravely battled the seas to cross the bay to Annapolis. They were the Lessene, Nor'Easter, and Alberta II. Thursday morning the others followed, when things had brightened up a bit. Still all received plenty of buffeting. The captains and yachtsmen were all glad to see the sun make its appearance Friday, October 4, for the return run to the Delaware River, most of the fleet running all the way from Annapolis to the club's anchorage at Essington that day.

DELAWARE RIVER EVENTS

The final chapter of the Philadelphia outboard motor boat races for the season was written into history with the regatta staged by the Delaware River Motorboat Association on October 12. The events were scheduled to begin at 2 o'clock but on account of the high winds kicking up such a completely white-capped sea there was nothing started until the wind had somewhat abated on the last of the ebb tide at about 4:30. In the interval Pigeon II furnished thrills aplenty, staging a complete one-ring circus in itself. When O'Neil was taking a practice turn around a buoy this broncho boat catapulated the surprised skipper out into the cold waters of the Delaware and continued to turn complete circles wide open. Skipper O'Neil divested himself of his lifejacket and was once compelled to dive and avoid his racing steed which now climbed a spar buoy and continued its mad runaway for eighteen minutes before it finally beached itself at the mouth of the Rancocas Creek.

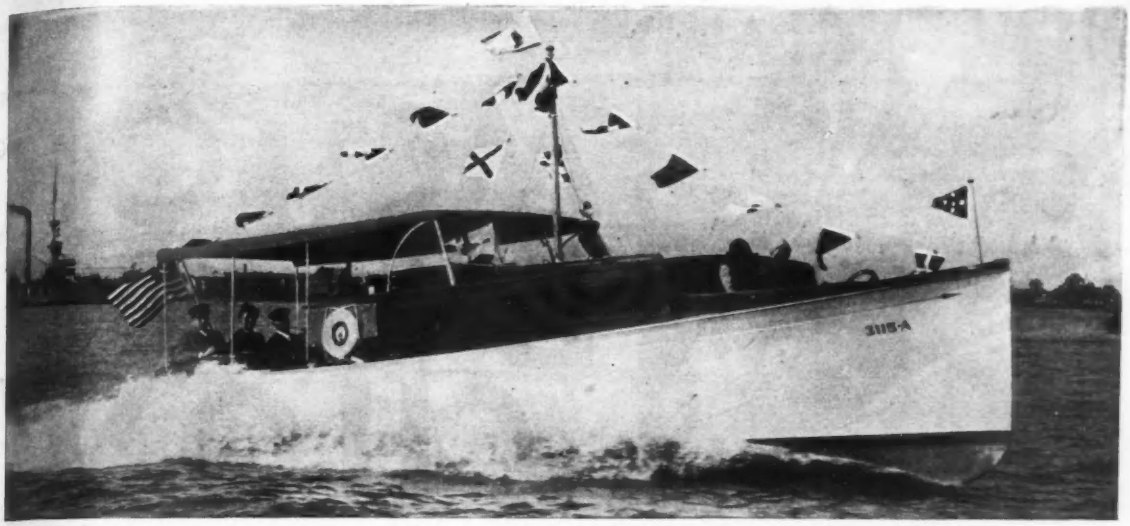
In the first event, Class D, Sandot led for the first half of the first lap and was compelled to drop out on account of engine trouble. Typhoon placed first with Speed Craft driven by Hughes of Wilmington, Dela., second.

In Class C Starboard placed first closely followed by Aconite, second, and Baby Lindy third.

The real excitement of the afternoon was supplied in the Free-For-All when Aconite, a Debasco boat, driven by Harper Chance with an Evinrude, nosed out Sandot, another Debasco boat driven by O'Neil, powered with a Johnson, Midship placing third.

(*Continued on page* 168)

Advertising index will be found on 3rd last page



THERE WAS NEVER A CRAFT LIKE THE CORSAIR THIRTY-SIX

HERE is a finer and greater Corsair — thirty-six feet of pure pleasure that fairly sings the spirit of the sea from hull to hatch and plank to pennant. It has the same stout heart that has won an enviable reputation for other Corsairs; the same sea-going swagger that has set them apart from anything else that floats. And it has six more feet than they've ever had — six feet that draw its lines out to an even lovelier taper — six feet that make a roomier cabin, more luxurious cockpits both forward and aft — six feet that make every difference in the world in looks and comfort. Here is a boat that will vie in beauty with anything that sails the seas. It will take up the challenge of any craft in its class—and split the waves in the lead. It will bring you countless pleasures that you've never known, satisfaction you can scarcely conceive and comfort far beyond the normal bounds. Until you have seen and tried the new Corsair Thirty-Six, you can have no conception of all that it is possible to incorporate in a craft of moderate size and price.

Write for illustrated folder No. MB 11

Left—*The copper gasoline tanks are filled through a specially designed "Protectoseal" fillercap located OUTSIDE the cockpit through the covering board, thus greatly reducing fire hazard and increasing cleanliness and convenience.*

Right—*Exceptionally easy to handle with remote steering control in forward cockpit. Unique "tattler" system records gasoline and oil supply. Folding seat for skipper. Streamline windshield. Collapsible top. Commodious galley and lavatory.*

1030 BUHL BLDG. **CORSAIR BOAT COMPANY** DETROIT, MICH.

NEW ENGLAND

MOTOR BOAT SHOW

FEB. 3-8

ENTIRE MECHANICS BLDG. BOSTON

NEW ENGLAND'S GREAT NAUTICAL SALON!
Four large halls devoted to striking displays of all types of motor craft. New England is America's playground for motor boats and every manufacturer should be represented.

FOR SPACE RESERVATIONS
CHESTER I. CAMPBELL ORGANIZATION
Park Square Building Boston, Mass.

Yard and Shop

(*Continued from page* 166)

A MOTOR FOR EVERY BOAT

The Gray Marine Motor Company of Detroit, Michigan, has just prepared an interesting new catalogue to illustrate and describe their complete line of four, six and eight-cylinder marine engines. The new booklet gives detailed specifications of all the various models and is profusely illustrated to clearly show all the advanced features of mechanical construction which these up-to-date motors embody. Complete specifications are given from which one may secure an accurate idea of the size of the various models so that he is in a position to determine which of the motors is adapted to his own particular installation problem. Copies of the new catalogue may be secured by writing to the Gray Motor Company at Detroit, Michigan.

These Hacker runabouts powered with 8-cylinder Gray engines, are being tested for performance by check against a master hull

DECEMBER MEETS ANNOUNCED BY S.C.O.A.

Outstanding outboard race pilots of the National Association will be invited to participate in the Southern California winter circuit of regattas, according to the announcement by Commodore O. K. Hunsaker of the S.C.O.A. Three big events are scheduled and two more may be added.

Dates announced call for the opener at Alamitos Bay, Long Beach, December 1. The following week-end, December 8 and 9, the speed fleet will move to Lake Elsinore for the second annual winter regatta. December 14 and 15 the scene will shift to the Salton Sea, a 25-mile lake in the heart of the Colorado desert.

The Salton Sea is 250 feet below sea level and the water is considerably heavier with salt than the ocean. Because of the low altitude and the density of the water many Western pilots claim that it is the fastest speedboat race course in the country.

Five records were broken on Lake Elsinore last December. The meet attracted five boats from the East and was said to be one of the best staged in 1928. It was financially supported by the citizens of Elsinore, Riverside county and the Civic Regatta Association of Southern California. Elaborate plans are being made for the regatta next December.

Dick Loynes of 151-class fame, whose home port is Long Beach, states that his city has guaranteed sufficient funds to cover the races at Alamitos Bay. The stellar pilot of Miss California has done considerable boosting of outboard races this season and is one of the prime movers in Southern California's first winter circuit.

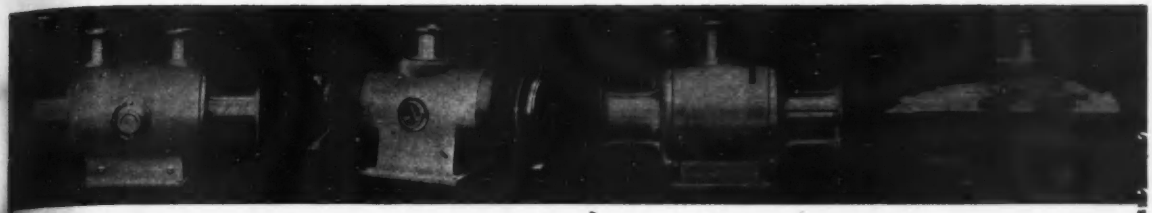
All of the races will be staged under the sanction of the American Power Boat Association.

DEBASCO PLANT CHANGES HANDS

A syndicate representing New Jersey, Pennsylvania and Delaware men have purchased the standardized boat building business and Debasco trade mark of the Delaware Bay Shipbuilding Company of Leesburg, N. J. The new company to be known as the Debasco Boat Works, Inc., have now under construction a number of standardized family runabouts designed to meet the medium and low-priced field and contemplate the construction of a number of standardized cruisers. The Delaware Bay Shipbuilding Company, Inc., will continue to maintain its plant and custom yacht building business and yacht storage yard.

The officers for the Debasco Boat Works, Inc., will be: President, Charles E. Sharp, Port Norris, N. J.; Vice-President, Clyde C. Neese, Wilmington, Del.; Secretary and Treasurer, Robert Burns, Philadelphia. Their principal office will be in Philadelphia at Willard and Jasper Streets, and the plant will be located at Leesburg, N. J.

(*Continued on page* 170)



ABOVE, *left to right*—Type "D" Boat and Sail Hoist; Type "G" Electric Windlass; Hand Windlass Type "J," No. O; Motorboat Electric Windlass.

Boat Hoist with Two Vertical Heads

A-E-CO DISTRIBUTORS

SMITH-MEEKER ENGINEERING CO.
123 Liberty Street
New York City

WALTER H. MORETON CORP.
1043-45 Commonwealth Avenue
Boston, Mass.

H. F. RASMUSSEN
Queen & Crescent Bldg.
New Orleans, La.

VICTOR E. DALTON, INC.
542 S. Figueroa Street
Los Angeles, Calif.

THE MCCAFFREY CO.
311 West Broadway
San Diego, Calif.

PEDEN IRON & STEEL CO.
Houston, Texas

BELOW, *left to right* — Horizontal Electric Hoist; Worm-geared Electric Windlass; Electric Drum Type Steerer; Worm-gear Davit Winch.

▲ ▲ Yachting is More Fun When It Isn't Such Hard Work

FOR instance, here is a hoist that simplifies the handling of heavy tenders. Two vertical heads take rope leads from any angle and the motor does the rest—in a very short time and with practically no effort you have the tender exactly where you want it, on the deck or in the water.

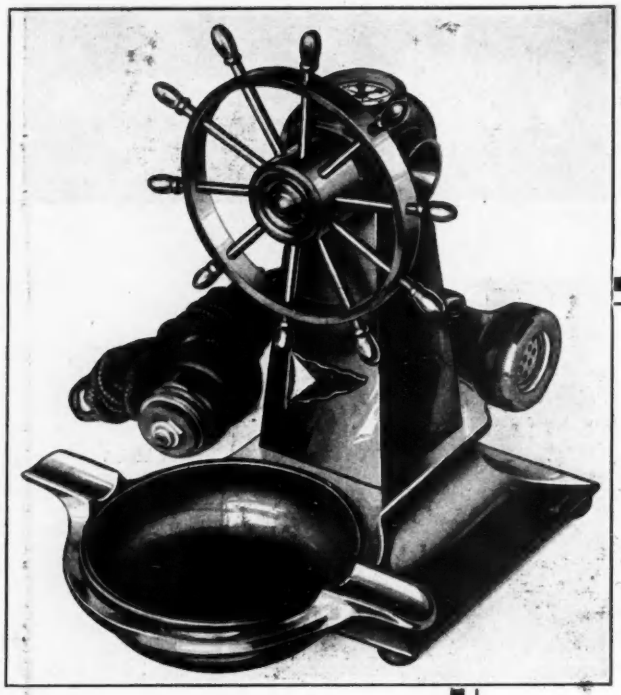
As with all A-E-CO Yacht Equipment, this hoist is extremely compact and clean cut. It combines power and speed with the utmost simplicity of operation.

A-E-CO Marine auxiliaries and fittings are found today on the finest yachts. While they are designed primarily for service, their appearance is so sleekly handsome that they appeal as strongly to the most fastidious yachtsman as to the most critical engineer.

...And they are as good as they are good looking.

WRITE FOR CATALOGUE

AMERICAN ENGINEERING COMPANY
2419 Aramingo Avenue **Philadelphia**



(Patented)

Regularly supplied with yacht pennant. Your own yacht club flag may be supplied to order at a small additional cost.

A BEAUTIFUL CHRISTMAS GIFT

Polished Cast Bronze

High Grade Combination

Electric Cigar Lighter

A practical and useful appliance which will prove ornamental as well as convenient. It will add distinction to your office, ship, home or yacht and may be plugged-in to any electrical service outlet.

Made for use with 110 volts.

A complete stock of MARINE SUPPLIES

Ash Tray
Marine Binnacle
Steering Wheel
Cigar Punch
Compass

$12.50

TOPPING BROTHERS
159 VARICK STREET NEW YORK CITY

Yard and Shop

(*Continued from page* 168)

A CLEAN BILGE WITH NO EFFORT

The St. Clair Self-Bailer is enjoying a tremendously increasing demand. Every boat must have some sort of bilge-draining device and the St. Clair Self-Bailer affords one of the most satisfactory means. It is made of high-grade bronze and is automatic, noiseless and positive in operation.

The St. Clair device is made for cruisers, outboards and every type of boat. It is the result of sixteen years successful experience and is backed by a liberal guarantee.

The St. Clair Self-Bailer serves three purposes: First, it rids the craft of the boat owner's greatest annoyance—bilge water. Second, it releases bottom-suction which causes the boat to drag and squat at the stern, by forcing a layer of air under the hull. Both of these factors have a great bearing upon the boat's speed. Third, it pulls dangerous and disagreeable fumes from engine compartment or beneath the floor, discharging them quietly under the hull.

Simplicity of operation is an important feature. It is placed through the lowest point of the bilge, so that the water rushing past the outboard torpedo body of the Bailer creates a suction which opens the automatic valve and drains the bilge. The St. Clair Bailer produces a powerful suction, the secret of which is its torpedo designed construction.

The St. Clair Self-Bailer played an important role in the Harmsworth International Races at Detroit. It is standard equipment of many boat builders and is being individually installed by boat owners in ever-increasing numbers.

SEASON CLOSES ON THE DELAWARE

The racing season for outboards and cruisers was brought to a late close on the Delaware River September 28, when two races for special trophies donated by John Wanamaker, Jr., were held by the Delaware River Yacht Club on the upper river at Torresdale.

Mercury, driven by William B. Tuck, Florida driver, won the outboard Wanamaker prize, and Evening Star, owned and handled by H. H. Demmert, Jr., took the first leg on the new Wanamaker cruiser trophy, after two boats were disqualified by the committee.

The outboard race was easy for Mercury, which won each heat easily from Too Busy, Wanamaker's entry. The cruiser race was productive of all sorts of action, when the boats, racing on previous performance handicaps, on the basis of declared speed, gathered at the finish and almost bumped in the final scramble.

Two boats were disqualified by the committee, Vigilant, handled by E. A. Matthias, and Lillie W., property of R. L. Phillips. They were found guilty of drifting across the finish line. Victory went to Evening Star, with second place for Carl Mayer's Quirl. Commodore A. B. Cartledge's Diana, former express cruiser champion of America, lost her rudder, and could not finish.

In the other outboard races, Mercury won in Class B; Bentz Baby from Trenton in Class C; Midships from Middletown, Delaware, in Class D, and Justus in the family outboard race.

The summary of the Wanamaker trophy races follows:

OUTBOARDS—2 heats—3 miles each

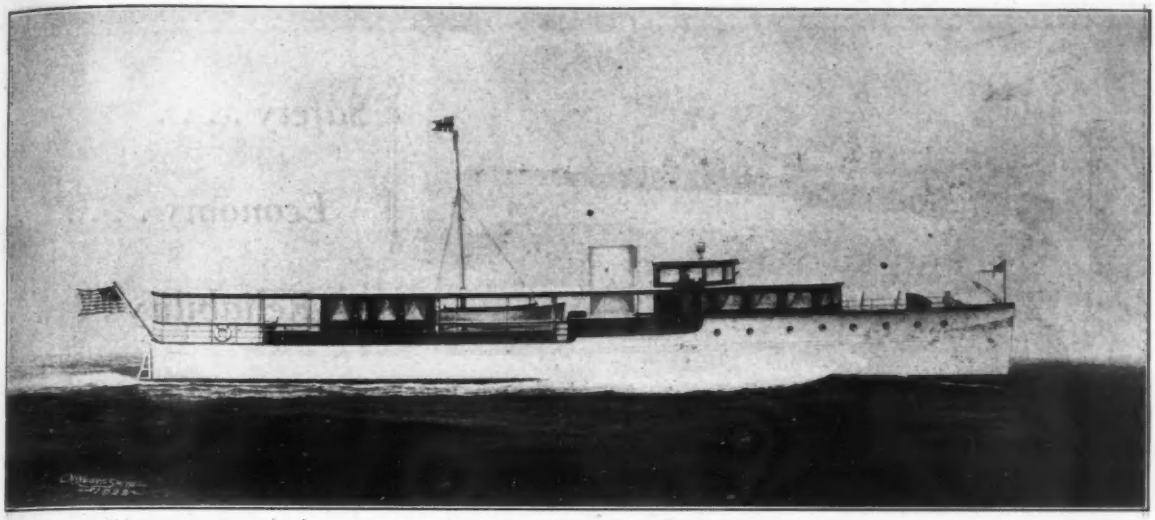
Boat	Driver and town	1 heat	2 heat	1 heat	2 heat
Mercury,	Wm. B. Tuck, St. Petersburg, Fla.	1		1	
Too Busy,	John Wanamaker, Jr., Del. Riv. Y. C.	2		2	
Baby Lindy,	W. W. Anstine, Del. River Y. C.	3		4	
Folly,	Earl Harmer, Trenton	4		3	

CRUISERS—10 miles

Boat	Owner	Start	Finish
* Vigilant,	E. A. Mathias	2.27.08	4.00.01
* Lillie W.	R. L. Phillips	2.35.31	4.00.02
Evening Star,	H. H. Demmert, Jr.	2.5507	4.00.02½
Quirl,	Carl Mayer	2.50.19	4.00.05
Ruth,	J. F. Pollard	3.09.12	4.01.00
Nirvana, Jr.,	John Wanamaker, Jr.	3.19.22	4.01.30
Tramp,	Fred Amon	1.32.58	4.01.50
Sabot II,	E. W. Bureau	1.53.58	4.06.35
Afterme,	John Robinson	2.16.12	4.07.45
Marv,	J. Donald Steele	2.31.47	4.14.00
TuGees,	Geo. Gilpin, Jr.	2.30.00	4.03.25
Diana,	A. B. Cartledge	3.09.12	broke rudder

* Vigilant and Lillie W. disqualified.

Advertising index will be found on 3rd last page



22 M. P. H.

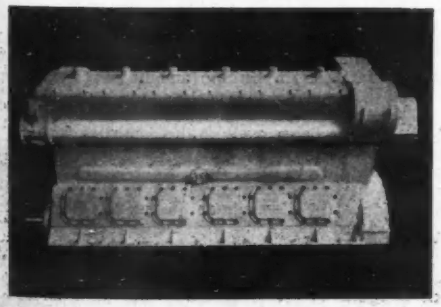
with

900 H. P.

in

TREIBER DIESELS

one-third the space
one-sixth the weight



TREIBER DIESEL YACHTS, regal in their luxurious accommodations and appointments—of matchless speed and wide cruising radius—will be seen roving the Seven Seas in veritable Fleets.

The reason for this is plain. Yachtsmen—accustomed to and demanding the best—are today specifying *what Treiber alone can give:*

MORE MILES PER HOUR of comfortable, vibrationless cruising — *with Diesel Safety and Economy.*

Emblematic of the most advanced ideas in Diesel Yacht design and construction is the beautiful Express Cruiser pictured above, designed by Thomas D. Bowes, M.E., of Philadelphia, for a prominent member of the Philadelphia Corinthian Yacht Club, and now building at the Salisbury Shipbuilding Co., Inc., Salisbury, Md.

107′ O.A. Length; 17′6″ Beam; 5′ Draft, *she will be all Treiber Diesel equipped* with 900 H.P. main engines (Twin 12 V-cyl., 450 H.P.'s) and a 7½ K.W. Electric Generating Set.

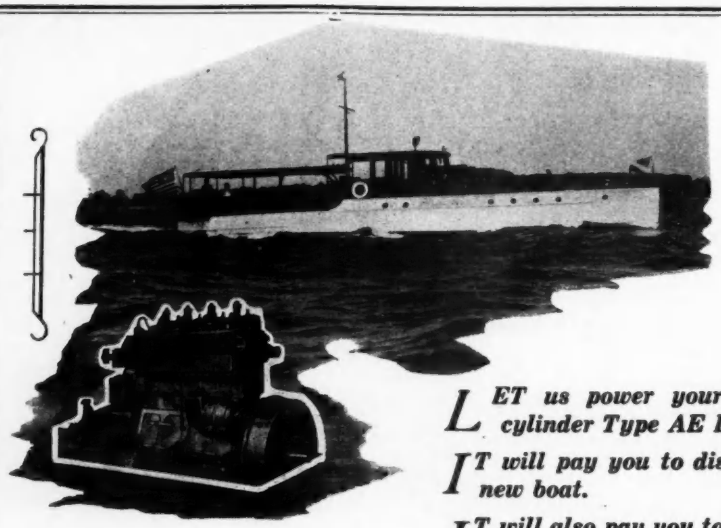
Although her owner originally expected a speed of only 17 miles per hour, with ordinary Diesel engines, this yacht now—thanks to Mr. Bowes' masterly design and to the use of TREIBER DIESEL engines—will have a speed of not less than 22 miles per hour.

Bulletins completely descriptive of the Treiber line of marine engines (65 to 3000 H.P.) will be mailed upon request, without obligation.

TREIBER DIESEL ENGINE CORP.

DEPT. MB ✧ CAMDEN, N. J. ✧ U. S. A.

Cable Address: "Deselmotor"



"Chee Kee II"
Owned by
OSCAR A. ETTARI
Two 60 H.P. Type AE Standard Diesels Drive This Yacht Twelve Miles an Hour with Absolute Safety, Replacing Gasoline.

Safety . . . .

Economy . . . .

Reliability . . . .

LET us power your yacht with a four or six cylinder Type AE Diesel engine.

IT will pay you to discuss with us power for that new boat.

IT will also pay you to replace your gasoline engine with safe Diesel power.

You can not afford to overlook our Diesels.

Write for Details
STANDARD MOTOR CONSTRUCTION COMPANY
178 Whiton St. Jersey City, N. J.

STANDARD DIESEL ENGINES FOR SERVICE

WATERFRONT IMPROVEMENT PLANS BEING ADOPTED

The waterfront improvement movement, inaugurated by the National Association of Engine and Boat Manufacturers is being hailed by the public, by the motor boat industry, by motor boat users and by city and town authorities, as the modern marine interpretation of the Good Roads Movement which was largely responsible for the amazing world-wide use of automobiles.

Tangible interest in the association's work to build up water front facilities of all American, and eventually foreign, waterside towns and cities is increasing with the momentum of an avalanche. From all over the United States reports are coming into the Association of actual accomplishments underway in communities not included in the Association's detailed survey and many prominent people in the motor boat world are lending their support, not only to the Association itself but to local officials in working out harbor and waterfront improvements that will allow the greatest expansion of the great and growing sport of motor boating.

The following are a few of the activities under way:

NEW YORK

The administration of Mayor James J. Walker will go down in history as the one most eventful in the growth of city parks since the formation of the various boroughs into the City of Greater New York. During the past four years the city has acquired 2200 acres of park lands and has thus increased its park area by over 20 per cent. Mayor Walker and his administration have, since the beginning, evinced a most sympathetic interest in the development of facilities for the 32,000 motor boat owners of New York and a number of the new parks will have excellent accommodations for motor craft of all kinds, in addition to the major developments in this directions which may be expected along the Hudson River in Riverside Drive Park and along the East River.

At a session of the Sinking Fund Commission, September 25, Comptroller Berry was authorized to purchase at private sale 583 acres of land on Staten Island at a cost not to exceed $1,100,000. Of this tract, 215 acres will be developed at Princess Bay and will be named Wolfe's Pond. It will include facilities for motor boating.

Another new park site consisting of 368 acres at Crooke's Point, Great Kills, will be purchased by the city for not over $700,000. This entire development will be a marine type park, with extensive accommodations for all types of motor boats. This park will be increased to 768 acres by filling in 400 acres now under water, purchased by the city for a nominal sum.

PACIFIC COAST

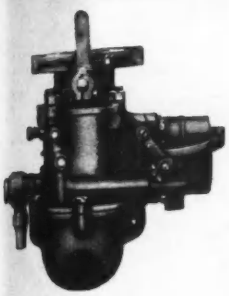
Daniel Pratt, editor of Pacific Motor Boat, reports great activity on the Pacific Coast in the movement to secure better motor boat mooring and servicing facilities. In his magazine Mr. Pratt is printing monthly articles detailing waterfront situations in individual cities. While the association has, of necessity, confined its detailed surveys and suggestions for waterfront improvement to some of the largest eastern cities, it is vitally interested in similar developments in all parts of the country and, although it will take years, intends to extend its activity so as to render the most valuable co-operation to Pacific Coast municipalities as well as those in other sections.

BUFFALO

Past Commodore Jacque C. Thorner, of the Buffalo Launch Club, is one of the most active boosters for the expansion of motor boating facilities in Buffalo and he has secured, in conjunction with the National Association, the active support of a number of the important public officials of that city. Detailed recommendations are being made to the council, asking that plans and specifications be prepared for the construction of municipal boat houses along the old canal near Riverside Park, suitable for the housing of between 400 and 500 motor boats. The request has been introduced by Councilman Joseph W. Becker, for such plans to be drafted shortly by the Departments of Parks and Public Works. The resolution, as introduced by Councilman Becker was drafted by Park Commissioner James P. Moore. It is suggested that these boat houses be built with roofs on a level with Niagara Street to be made into promenades for the accommodation of race spectators. It is expected that representatives of the Association will go immediately to Buffalo to render whatever assistance is possible at that point. C. J. Irwin, of Buffalo, is also active in behalf of the motor boat owners of that community. Records of the U. S. Bureau of Navigation show that, on June 30, 1929, 1,433 motor boats had been registered and numbered through the Buffalo Custom House.

(Continued on page 174)

ZENITH



Why Zenith Marine Carburetors and Fuel Filters Are Popular

The owner of a fine power boat takes a keen personal pride in the perfect performance of his power plant. That is why Zenith carburetors and filters are steadily growing in favor in the marine field.

The Zenith Marine Carburetor has demonstrated the value of the time-tested Zenith principle of carburetion as applied to marine requirements. Its positive, dependable action—no moving parts affecting the mixture—gives satisfaction. Rough seas or quick turns have no effect on engine performance.

Zenith **high-efficiency** Filters are built in various models for every make and size of gasoline or oil engine. They remove all impurities at sustained speeds and in the hardest service. Efficient in action, easy to install and clean, Zenith filters are sturdy and durable, with **no fragile parts.**

A Duplex Zenith Filter provides maximum safety if you frequent rough off-shore water, strong current or tides. It is cleaned without stopping the engine. Send for catalog and dealer's name.

ZENITH-DETROIT CORPORATION

Manufacturers of Zenith Carburetors and Filters

DETROIT MICHIGAN

BRANCHES:

NEW YORK CLEVELAND CHICAGO MILWAUKEE

ZENITH

GET YOUR

Outboard Rules

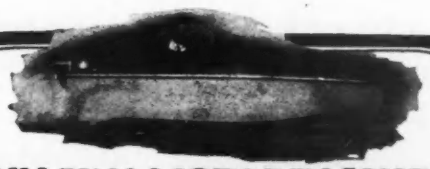
and

How to Run an Outboard Regatta

Price 25 Cents

MoToR BoatinG

959—8th Avenue, N. Y. City



PENN YAN MOTODINGHIES

A DINK that travels 30 M.P.H.! Why endure the tedium of a dinghy you have to row, or the disappointment of a high-powered engine on a round bilge rowboat? The new Penn Yan Motodinghies are designed for high speed service; they are extremely seaworthy and smooth running. Ideal for hunting, fishing, and general outboard usage.

The 9 footer for A & B class motors.....$145

The 11-footer for B & C class motors.....$165

Made by the largest manufacturers of the dinghies in the U. S. A. Rowing and sailing dinghies of all sizes. Outboard motor boats for racing and family use. Send for WATER THRILLS, our new 48-page catalog.

PENN YAN BOAT COMPANY, Inc.

155 WATER STREET PENN YAN, N. Y.

Specify this Reliable

ELECTRIC CLOSET

by SANDS

Introduced last Spring, a season's tests on some of the most important yachts have proven the great efficiency and popularity of the new *Sands Electric Water Closet.*

As a luxurious and convenient fixture it is absolutely unequalled—silent, reliable, beautiful, and thoroughly practical—a triumph in marine plumbing.

Write for descriptive folder.

A. B. SANDS & SON CO.

20-24 Vesey Street - - New York City

NOW!... the new
MARBLEHEAD for 1930
proving that it costs less
to build better boats in Maine!

A truly great boat... the result of two solid years of designing and redesigning, building and rebuilding, testing and retesting...the fruit of a determined effort to produce the fullest value in America in the 34-foot class! In lines, in speed, in comfort, in cabin and deck arrangement—in every particular—the New MARBLEHEAD is the boat we set out to build two solid years ago. Literature gladly sent upon request.

STAPLES, JOHNSON & COMPANY
402 POOL STREET . . . BIDDEFORD, MAINE
Sales and Service: NEW YORK BOAT SERVICE CORP
CLASON POINT . . . NEW YORK CITY

WATERFRONT IMPROVEMENT PLANS BEING ADOPTED

(*Continued from page* 172)

NEW BEDFORD

The attendance of national officials at the recent New Bedford, Mass., regatta has resulted in a greatly stimulated interest in improvement of local boating facilities. William H. Hand, Jr., and Mayor Ashley, of New Bedford, are the most active leaders in a definite movement which is underway to make New Bedford an important motor boating center. Although the city is not able at the moment to undertake the expense of extensive improvements, the Mayor, local yachtsmen and the New Bedford newspapers are looking forward enthusiastically to the time when the U. S. Government will abandon Fort Rodman as not being useful for war purposes. In this case the land now occupied by the Fort will revert to the city and will allow the development of Clark's Cove as an ideal haven for motor boats and seaplanes. The Cove is now protected on three sides. Mayor Ashley has had a sketch prepared showing the construction of three break-waters on the remaining (southern) side and the construction of slips and wharves for the operation, storing and servicing of motor boats.

CLEVELAND

John J. Donnelly, of the Edgewater Boat and Engine Company, is meeting with much encouragement in his efforts to have the city of Cleveland erect a $50,000 municipal boat house on the Lake front to accommodate from 24 to 30 speed boats. The proposed building, sketch of which has been submitted to the Association by Mr. Donnelly, is 90 x 120 feet, with pavilion, rest rooms and boat wells, intended to supplement the other waterfront yachting improvements now underway in Cleveland.

BARNEGAT BAY

There is much speculation, according to the *Newark Evening News*, as to the effect of the expansion of Manasquan inlet, at the upper end of the bay if and when this improvement is accomplished. It seems certain that, no matter what effect the opening has on tides in the bay it will result in opening up a vast new cruising territory to motor boat owners. At present there is only a six-foot channel and it is necessary for motor boat operators to undertake an ocean run of fifty miles from Sandy Hook to reach Barnegat inlet. With Manasquan inlet made wider and deeper it will make possible the elimination of 25 miles of this trip and will make available a broad, safe harbor leading to 120 miles of sheltered waterway, ideal for cruising and fishing. The U. S. War Department has officially recommended the expansion of Manasquan inlet. The sum of $300,000 has been raised locally for this improvement. All that remains is for Congress to authorize the work and provide approximately another $300,000 for its execution.

DEE WITE APPOINTS NEW SALES EXECUTIVE

In line with an extensive expansion program for the coming year, announcement has been made by L. F. Rogers, General Sales Manager for Dee Wite boats, of the employment of Jay M. Smits as Director of Service and Assistant Sales Manager. Mr. Smits is a well known figure in the boating trade having been identified with it for a number of years, not only in his present capacity but also as a boat and engine manufacturer in former years, and is a graduate engineer of the Engineering School of Constance. At one time he was employed as service manager for the Wills St. Clair Motor Car Company and has a host of friends among the trade who will be glad to extend him best wishes for success in his new position.

According to a statement from Mr. Rogers, Mr. Smits' employment will place the Dee Wite interests in a position to supply factory service unexcelled by any boat manufacturer. Steps are now being taken to prepare service literature of the highest possible type and to inaugurate a service Bulletin program for Dee Wite distributors and dealers that will enable them to give Dee Wite owners standardized service in much the same manner as the modern automobile company provides service to its owners.

The acquirement of Mr. Smits' service comes at a particularly opportune time so far as Dee Wite is concerned. Plans for the coming year are much more extensive than ever before. A great many new dealers are to be appointed and a new line of boats offering greater model coverage, including in-board and outboard models, are to be announced at the New York Show.

Advertising index will be found on 3rd last page

DUNPHY BOATS

Sand Dab: Length 18'6", beam 6 ft. Draft 11", Seating capacity six persons, speed 15 to 22 miles per hour. Priced from $1250 to $1495.

21-Ft. De Luxe: Seating capacity six passengers, mahogany planked, six or eight cylinder motor. Speed 19 to 33 miles per hour. Priced from $1950 to $2350.

Aqua Flyer Jr.: Length 16 ft., beam 50", speed 18 to 32 miles per hour. Price $190 without motor.

Complete line of motor boats, outboard motor boas, hydroplanes and row boats carried in stock ready for immediate shipment. *Write for catalog.* Dept. M. A.

DUNPHY BOAT MFG. CO.
DEPT. MBG-9 EAU CLAIRE, WIS.

Kelvin & Wilfrid O. White Co.

Boston — New York

Going South?

Let us supply you with your Charts, Books, Sailing Directions, etc.

Compasses Adjusted

Instruments Repaired or Supplied

SHIP BELL CLOCKS

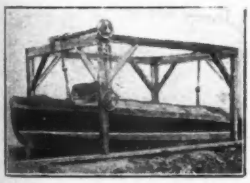
BAROGRAPHS

CHRONOMETERS

SEXTANTS

Everything for Navigation

ALGONAC BOAT HOISTS



Hand hoists make very good means for laying up your boat. Immediate delivery on standard model hoists. Write for information.

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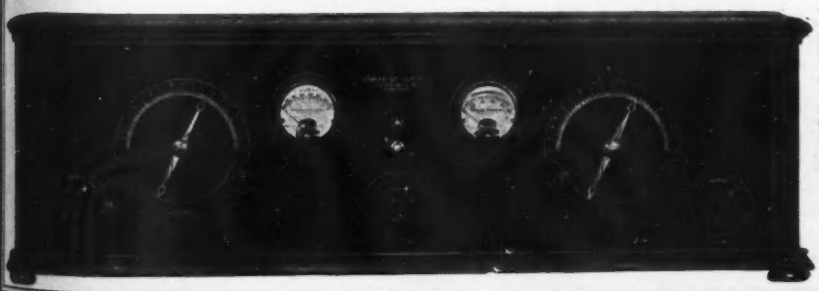

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D. A. Haskins, American Record for 1 mile straightaway Class 26.481 m.p.h.

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Outboard MOTOR BOATING

FIFTY-SEVENTH ST. AT EIGHTH AVE.,
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

NOVEMBER, 1929

CONTENTS

OUTBOARD CHAMPIONS BREAK RECORDS - - - 181
THE A. P. B. A. OUTBOARD CHAMPIONSHIPS 182-183
MIDDLETOWN HOLDS INTER-SECTIONAL CHAMPIONSHIP - - - - - - - - - - - - - 184-185
RECORD GOES TO 48.40 - - - - - - - - - 186
THE MONTH WITH THE OUTBOARDS 188-190-192-194

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FLORIDA ASSOCIATION STAGES THREE REGATTAS

On November 10 and 11 outboard racing drivers will have an opportunity to break existing American motor boat records in a series of three sanctioned races sponsored by the Florida Outboard Motor Association. On November 10 at New Smyrna, Florida three races will be run under the auspices of the New Smyrna Yacht Club, the first one for Class B, Division II, the second Class C, Division II and the third, a free-for-all; all races to consist of three heats of two laps each over a one and a half mile course. Drivers who wish to compete in these races should fill out the necessary entry blank and have it in the hands of the committee by twelve o'clock noon Sunday, November 10. Communications are to be addressed to N. A. Hotard, Chairman of the Race Committee, New Smyrna Yacht Club, New Smyrna, Florida or I. Chester Spinney, Secretary and Treasurer, Florida Outboard Motor Association, 15 Columbia Drive. Tampa, Florida.

On Armistice Day, November 11 the racers will go to Gainesville, Florida, where a regatta consisting of three races will be conducted by the Florida Association, sponsored by the Gainesville Chamber of Commerce. Races for Division II drivers will be held in Classes B, C, and D. In addition to the usual cash prizes a grand prize consisting of a valuable trophy will be presented to the driver of the boat winning the greatest number of points. Each race will consist of three heats of two laps each over a two and a half mile certified course. Entry blanks must be in the hands of the committee by twelve o'clock noon Monday, November 11. Communications are to be addressed to George W. Welch, President, Chamber of Commerce, Gainesville, Florida; or C. A. Pound, Chairman Race Committee, Gainesville, Florida; or I. Chester Spinney, Secretary and Treasurer, F. O. M. A. 15 Columbia Drive, Tampa, Florida.

The other series of races is sponsored by the Clearwater Yacht Club, Clearwater, Florida, and they will be held on Monday, November 11, 1929. The first race will be for drivers in Class B, Division I, the second for Class C, Division II and the third a free-for-all including all divisions. All races will consist of three heats of three laps over an accurate two mile course. Address communications to Commodore James A. Davis, Box 2011, Clearwater, Florida—c/o Chairman of the Race Committee.

A. P. B. A. ACCEPTS NEW MEMBER

At a recent election of the American Power Boat Association the International Power Boat Club, Inc., of Mansonville, Quebec, Canada, was welcomed into membership in the national organization. The name of the Anita Yacht and Motor Boat Club of Anita, California, has also been submitted as a candidate for membership.

Crandall Comet, the Class B World's Record*

36.153 Nautical M.P.H.

Crandall Comet, the Class B Division I

American Record, 42.3 M.P.H.

Crandall Comet, the Class D Division I

American Record, 46.9 M.P.H.

CRANDALL COMET sets a new World's Record in Class B of 36.153 Nautical miles per hour at the International Races, held on Balboa Bay, California, October 6, 1929.

"Billy" Lyon, of Hollywood, California, a boy fourteen years old, drove his Crandall Comet in the time trials at a pace that older drivers could not equal. In addition to this World's Record, he made a Class D, division I, American Record of 46.9 statute miles per hour, driving the Crandall Comet.

Further he made a Class B, division I, American Record of 42.2 MPH with the Crandall Comet.

Add to the sensational speed made by "Billy" Lyon in these official time trials, the first he had ever entered, is the spectacular performance of Gaylord Lyon of St. Louis, Mo. Gaylord is 13 years of age and with a Crandall Comet won Class B in Northern Wisconsin Outboard Marathon. Of all who were entered his was the only boat not equipped with an auxiliary tank He came in twice for refueling and on the second refueling his motor caught fire, costing him valuable time, but in spite of all this, the Crandall Comet's superior speed qualities enabled him to drive to victory, against older and more experienced drivers. It was Gaylord's first race.

It is events of this kind where the drivers are, beyond all question, amateurs that make for real interest in outboarding.

Outboard motor boat enthusiasts will want the whole story of what was done by "Billy" Lyon of Hollywood, California, and by Gaylord Lyon (no relation) of St. Louis and so we are preparing a booklet giving the details. This booklet we will be glad to send on request.

**Subject to approval of Union Internationale de Yachting Automobile.*

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NOVEMBER Outboard MOTOR BOATING 1929

OUTBOARD CHAMPIONS BREAK RECORDS

National Outboard Championships Decided at Peoria, Illinois, With 150 Drivers From 26 States Fighting for Honors and Records

THE National Outboard Champions have been crowned for 1929. The east took first three places in Class A, the far west won the Championship in Class B with second place going to an easterner and third to the Central Division. In Class C, all three places were won by drivers from the Middle West. In Class D, first went to the Middle West, second to an Eastern driver and third to the Middle West. In Class E, all entries were from the Central Division.

In addition to the National Championships in competition being awarded, four new American records were established, a new 5 mile, Class B, Division II record of 40.43 miles per hour being established by H. G. Ferguson of California, a 5 mile, Class D, Division II record of 44.654 miles per hour by Marshall Eldredge of Boston, a one-mile trial record in Class A, Division II of 26.481 by Douglas Haskins of Boston and a one-mile record Class E, Division II of 39.353, made by F. E. Ludolph of Chicago. Mr. Eldredge's record of 44.654 in Class D is one of the most important ones of the year, this being the fastest speed ever made by an outboard boat in competition. Mr. Eldredge drove a Baby Whale boat and used a Johnson 32 motor. Except in Class B, the boats from California did not show their expected speed and fell far short of their at home performances. Furthermore, the California boats declined to enter the mile trials so the big crowd of spectators and racing drivers present were disappointed in not seeing a 48-mile an hour boat which is the speed credited to one of the boats from the far west.

All of this activity took place at Peoria, Illinois, on October 12 and 13 in the first National Outboard Championship meet ever held. It was conducted under the joint auspices of the American Power Boat Association, the Mississippi Valley Power Boat Association and the National Outboard Association. The Illinois Valley Yacht Club was the host and their local committees assumed charge of the various regatta details.

The regatta was a regatta of champions. Only those drivers who had finished first, second or third in some sanctioned race during the year were allowed to enter. The National Outboard Association paid the freight and traveling expenses of drivers and outfits which had finished first in each of the Classes A, B, C, D and E, in the Eastern, Central and Western Division. Over 150 boats were entered, there being about 45 entries in each B, C and D classes. With such an entry list and all of them champions in their home ports, one can well imagine that things would happen. And happen they did. Some 26 States were represented. The Eastern division sent its 12 best drivers and California and the Northwest sent a like number. Most of the drivers naturally came from the Central Division.

Each of the races to decide the championships consisted of two heats of 5 miles each, one heat on each of the two days. The winners were decided by the total elapsed time for the two heats.

Peoria has long been known as the midwest boating capital of the United States so the National Outboard Racing Commission in considering choices for a suitable location were unanimous in the selection of Peoria. In this city also is located the first permanent water track in the country, this being a plan of Commodore Gordon C. Gillies of the Mississippi Valley Power Boat Association which has been worked out this year.

The water conditions at Peoria, which the drivers found, were exactly to their liking. On the first day the river was choppy but on the second, it was a mill pond. So those that wished for rough water found it, as did those that prayed for a calm.

The method of starting was by means of a pole boat which was not in the race. On the starting hangs a tale which came near breaking the friendly relations between the drivers. With this method of starting, the drivers are supposed to line up in company front formation and approach the starting line but must never get ahead of the pole boat. The company front formation idea was lived up to alright, but with 45 champions all anxious to be first around the first turning buoy about 1000 feet away, most of the drivers paid no attention to the pole boat. As a result some 20 boats would be abreast in the front row with the pole boat trailing far astern leading the rest of the field which was playing fair. On the first day, the starter who was located on the Committee Boat started the various events, while the boats were thus lined up. It was a good start to look at alright but the resultant howl from the drivers that didn't happen to be in the front row wasn't so pleasant to listen to. The California crowd protested and threatened to bolt. The Easterners had agreed in advance not to protest no matter what happened and took the mix-up good naturedly. The only ones satisfied were the winners.

On the second day things were different. The drivers decided to disregard the pole boat entirely. The starter decided to disregard the drivers. After about a dozen false starts in each event, the starter won and things went along smoothly after that with every driver remaining astern of the pole boat.

As already mentioned, the Eastern boys romped away with Class A. Doug Haskins, Arthur Sutherland and Carl Mason were simply unbeatable, although Dr. Downing of Detroit in his 35 pound home-made Brat made a good showing.

The two heats for Class B will long be remembered. In the first, we counted 40 starters and then missed some. With the first turning buoys pretty close to the starting line, it made a big jam at this point, but most of the boats got around safely. William Frey of Madison, Wisconsin, made the best start and led the field for the entire two laps. In the second heat nearly half of the drivers did not start, believing possibly that they had little chance against such a field. In this heat H. G. Ferguson of New-

(*Continued on page* 204)

M. Rosenfeld

The excellent start of the Class B, Division II, event at Boston, in which thirteen boats competed

Julius Herbst and Frank Meyers in their boats, Ute and Baby Whale, tied on both points and elapsed time

THE NATIONAL OUTBOARD CHAMPIONSHIPS

New England and Middle Atlantic Outboard Associations Meet in Boston to Battle for Supremacy

WHEN such men as Frank Wigglesworth, Fred C. Bowditch, Howard H. Fawcett, Roscoe Prior, Walter Moreton, Robert Porteus, Dean Fales, Bert Clark, Carl Lindberg, Tom Parker, Pierre La Bonte, F. H. Hutchinson, Walter McInnis and Roy Pigeon get together and decide that they are going to have a championship outboard regatta, you can take it as a fact that they are going to have one.

When the American Power Boat Association National Championships were awarded to Boston as the location for deciding them, this group of men announced that when October 4th and 5th arrived, the outboard racing fraternity would find a course and all the necessary details and arrangements for a successful regatta, the likes of which they never had seen before. So running true to form, when the racers arrived, they found everything set to go, with one exception. The local Committee had failed to make peace with the weather man and while he smiled on the week-end before this big event and hardly had the starting gun been fired for the last event before he again smiled, yet during the two days he frowned and sulked, rained and blew so that one day's events had to be called off entirely. On the other day when the Committee, in desperation, called for the starts, not over one-half of the boats in attendance were launched.

The course was laid out on the Charles River basin, this being the first time that a permit for outboard racing on this body of water had ever been granted. Quite some political engineering was necessary to accomplish this, as the blue-bloods living in this neighborhood were afraid that the noisy exhausts would disturb their peace of mind.

Flash IV—Jake Dunnell's Johnson powered Ludington craft, winner of Class D, Division II, at 39 m.p.h.

As already mentioned, except for the high wind and resultant rough water, everything was perfect. The regatta was to decide the American Power Boat Association Championships and those who had not placed in a sanctioned regatta during the year were not eligible to start. The American Power Boat Association perpetual trophies were competed for—the Dr. Hackett Trophy for the Class A Championship, the Hall Scott Trophy for Class B, the ACF Trophy for Class C and the new perpetual New England Outboard Motor Boat Association Trophy for Class D. As competition for these trophies is open to Division II drivers only, the New England Association scheduled races for Division I drivers in all of the classes A, B, C. D and E and offered cups for the winners.

The entry list contained the best known drivers of the East. Hardly a famous name was missing. The New England drivers, fresh from their victory over the New York pilots a couple of weeks previous at Middletown, were confident that most of the championships would go to them. They were not disappointed.

In Class A were entered such well-known drivers as Mrs. Mildred Hickey, J. N. Sullivan, Chester Philpott, Doug Haskins, Carl Mason, J. E. Wilkinson, Art Sutherland and Julius Herbst. In Class B Betty Wallace, Earl Thomas, Harold Bowen, E. R. Pouty, Frank Meyers, Marshall Eldredge, Gene Pickard, Ed Hauptner, W. B. Tuck, R. M. Spencer, Russ Stearns, J. W. Dillon, as well as Mrs. Hickey, Julius Herbst, J. E. Wilkinson, J. N. Sullivan and Al Buffinton, and in the Class C events, practically the same drivers were represented, with the addition of Phil Emerson, O. Miner, S. Lombardi, Dick Emerson, Don Flowers, Dave Parnigoni, C. V. Clement, J. H. Gregory and R. Richter. Colonel Tooey, Earl Widegren, Jake Dunnell, R. K. Griffin, Ross Maddox, Leo F. Davids, L. J. Preston, Captain Snadecki, Hilton Fraser and Messrs. Wilkinson, Buffinton, Stearns and Lombardi competed in the Class D events and Betty Wallace, Mrs. Mildred Hickey, J. Lecuyer, Colonel Tooey, Leo F. Davids, Doug Haskins, W. B. Tuck, J. E. Wilkinson, Marshall Eldredge, Captain Snadecki, Ross Maddox, Hilton Fraser, L. J. Fraser, J. Dunnell, Carl Mason, Wm. Richter and R. K. Griffin competed in the event for the Class E motors.

There were others on the entry list, but they either failed to start or else overturned before the finish line was reached and were pulled out of the cold and rough water by the patrol boats.

Douglas Haskins of Wollaston was the most distinguished driver when the day was over. Besides winning the ACF trophy for the Class C Championship and the Dr. Hackett Trophy for the Class A Championship, Haskins scored the greatest number of points for the day, thus winning the Atlantic Radio and Marine Company prize and $200 in cash.

The Hall-Scott Class B Championship trophy was won by Frank Meyers of New Bedford, Massachusetts, driving a Johnson powered Baby Whale, after he had tied both on points and time with Julius Herbst's Ute. A third heat was held to decide the winner. Mr. Herbst took the lead at the start, but at about the half-way mark a wire came off one of his spark plugs. Before this could be replaced Meyers took the lead and won the championship.

Jake Dunnell, driving a Johnson powered Ludington boat, won the Class D Championship. J. E. Wilkinson led for a while, but missed a buoy and had to return.

In Class E, Division II, one heat of 10 miles, was won by L. P. Davids of Geneva, New York, driving the Johnson powered Fay and Bowen craft, Miss Mystery. Mr. David's speed was 40.36 miles per hour, the best of the day and a new record for this class and distance.

Two other new American records were established, a Class A, Division I, record for 5 miles of 23.29 by J. Sullivan, driving his Lockwood powered Porteus boat, Strange Interlude, owned by Frank Wigglesworth. The third record of the day was made in Class E, Division I, 5 miles, by Colonel Tooey, driving his Johnson powered Fay and Bowen boat, Thorobred Baby. Colonel Tooey's speed was 34.82 miles per hour.

In Division I, Mrs. Frank Hickey was high score winner. Mrs. Hickey, while winning no firsts, yet was a starter and finisher in nearly every event and collected enough seconds and thirds to put her far into the lead. (*Continued on page* 198)

Toodleoo, Doug. Haskins' Evinrude, Class C, Hooton boat, which did well in Class D and E events

Photographs by M. Rosenfeld

L. E. Preston driving his Penn Yan Cee—Stepper III and winning the Class D Outboard Championship of the New England and Middle Atlantic Associations

MIDDLETOWN HOLDS INTER-SECTIONAL CHAMPIONSHIPS

The Best Regatta of the Season Is Staged by the Middletown Yacht Club on the Connecticut River—New England Association Defeats the Middle Atlantic

By W. E. WILLIS

STAID old Middletown, nestled among the green hills along the banks of the Connecticut River, played the part of host at the first inter-sectional championship regatta between the New England Outboard Motor Boat Association and the Middle Atlantic Outboard Association on September 20 and 21, in a never-to-be-forgotten manner.

The local committee, Samuel S. Mattes, M. S. Cornell, Com. T. M. Russell and Phelps Ingersoll seemed to sense the wishes of everyone before they could be put into words and fulfilled them to the utmost. Never before has the writer seen such extensive and complete advance preparations as were made for the regatta by the able Mr. Ingersoll and his willing committees. Outboard headquarters was ideally located near the river to make launching the boats an easy matter; accomodations for the judges, timers, scorers and the press . . . even the huge, black clock with its figures and graduations done in bright aluminum paint . . . everything bespoke completeness to the last detail. An added feature was the music of the Coast Guard Band, whose lively playing before and during the intervals between the events on both days contributed greatly to their enjoyment. Lastly, but most important, were those buffet lunches served gratis to all contestants, officials and friends. Their regular appearance and generous proportions made everyone wish that the regatta might last for a week instead of only two days.

Governor John H. Trumbull of Connecticut aboard one of the outboards at the Middletown Regatta

The races were in the nature of a challenge from the New England Association to the Middle Atlantic Association to determine whose representatives are entitled to be called inter-sectional class and division champions. Over 10,000 spectators were treated to many neck and neck finishes during the two days of racing to settle the question of sectional supremacy.

Basing their statements upon the belief that a regulation two and one-half mile course had been laid out, the regatta officials at first reported that eight new American records for five miles in competition had been established. After the regatta, however, a careful examination of the stations that were used in setting out the buoys revealed the fact that the station which was thought to be the true south end of the course was actually 400 feet from the end. By setting out buoys from this incorrect station the course had been shortened approximately 1500 feet on two and one-half miles or 3000 feet for five miles.

Four inter-sectional championships were won by New England representatives during the first day of

William C. Schanz aboard his Zep II with which he won the Class C, Division 2 Championship

The start of one of the heats for the Class C Championship

activities. Mrs. Mildred T. Hickey of Worcester, Mass., drove her Lockwood powered Mangler to victory in the first heat of Class A Division 1 event which was first on the program, nosing out James N. Sullivan of Boston by a close margin. Their positions were reversed in the second heat but Mrs. Hickey won the event on total elapsed time.

It was expected that Art Sutherland of Boston would bring home a championship and his backers were not disappointed. Driving his Lockwood motored Warm and Anxious in masterly fashion he left his nearest competitor, Carl Mason of Bristol, Conn., trailing him by almost two minutes, to win the Class A Division 2 crown.

Events for Class B, both divisions, followed in quick succession, each one bringing home to New England another inter-sectional championship. In Division 1, Earl R. Thomas of Fall River, Mass., in his Johnson powered Short Circuit II, beat John Coleburn of Norwalk, Conn., over the line by 14 seconds to make the best time for the event. Not to be outdone by a man from his home town, Al Buffinton repeated Thomas' performance in the next event, that for Class B Division 2. Buff piloted Cute Craft Herself under Johnson power to an 11 second victory over Carl Mason's Ironin Board.

In order to allow the motors of the championship seekers a chance to cool down, the Class A and B races were followed by two events for outboard runabouts. A handicap of two passengers was carried by boats powered with D and E engines; those driven by C motors carried one passenger and lower class motors were unhandicapped.

Gov. John H. Trumbull of Connecticut proved himself a true outboard enthusiast by going along as a passenger in the boat of Frank Blaney of Boston. Former Gov. Frank B. Weeks and former Gov. Holcomb, both of Connecticut, were interested spectators.

An unlimited race for Class C motors was the next feature on the program. Thirty-eight drivers, the largest field of the day, were off to a perfect start for the ten-mile grind. Up to this point no Middle Atlantic representative had *(Continued on page 200)*

W. W. Wilcox, Jr., Phelps Ingersoll, A. Avery Hallock, C. F. H. Herrmann. Active members of the Middletown Yacht Club in promoting its regatta

Timing the Nautical mile trials at Newport Beach, Calif. Commodore David Mackay at the buzzer, to his right Paul Hawk, to his left Emil Aarup, and Ray Fox standing

RECORD GOES TO 48.40

Thirteen New American Motor Boat Records Established on Lake Elsinore Course At Speediest Regatta on West Coast Circuit

BY DAVID MACKAY

ONE of the most conspicuous record-smashing regattas in the history of motor boat racing was staged at Newport Beach, Calif., Oct. 6 and 7, when sixteen records were shattered and some marvelous speeds and surprises experienced.

The Outboard high speed mark has taken another jump towards the 50 m.p.h. mark; H. C. Ferguson negotiated six mile runs at an average of 48.40, breaking his own previous record of 47.29 by a nice margin.

He also ran his famous Blue Streak to a decided victory, outdistancing all competitors by over a mile in the twelve nautical mile British International *Field* Trophy Contest.

This was run on a straight course of one mile with hair-pin turns around one buoy, nevertheless Ferguson set a mark of 34.89 m.p.h. for the distance.

A new lady champion star has appeared upon the scintillating outboard horizon, in the person of Miss Mildred Milde of Los Angeles, who covered herself with glory—not in the ladies division, but in competition open to all comers, when she made the six consecutive mile runs in class C, at an average speed of 43.71 m.p.h. which is over ½ a mile faster than the time made by Al. Thomson winner of the Div. II record in the same class.

Another surprise was furnished by the fourteen-year old boy, Bill Lyon, driving his maiden race who broke the nautical mile record by making six runs at an average speed of 36.18 m.p.h. This intrepid youth also broke the American statute mile record in Class D, Div. I, when his average was 46.90 m.p.h. This boy will bear watching.

His second and third runs were faster than Blue Streak while his fifth was the same.

F. J. Pierce of Pasadena gave the spectators a thrill when for some reason his boat did a complete somersault in the air and landed right side up; he swam to the boat, got in without assistance, changed his spark plugs, started the motor and continued on the remainder of his six-mile trials.

Crandall Comet, with Johnny Adams up, broke a propeller shaft on his fifth run and capsized in a very creditable manner coming up smiling. His time for the four mile runs previous to the unfortunate accident were one second slow on the East run and two slow on the West; this was in the Class D trials. In the class B, he was four seconds slow, while Pierce in Question Mark was 5.3 seconds slow when they were flagged off.

The most consistent runs were made by Ferguson in Blue Streak, the greatest variance in any mile being only nine-tenths of a second, all runs being made in 1 minute and 14 seconds with a slight variance in the fractions.

(*Continued on page 202*)

RESULTS OF MILE TRIALS FOR INTERNATIONAL AND AMERICAN RECORDS BALBOA, CALIFORNIA, U. S. A.—OCTOBER 6-7, 1929

AMERICAN RECORDS—STATUTE MILE

Class	*Driver*	*Owner*	*Boat*	*Motor*	*Speed*
151 Limited	Dick Loynes	Dick Loynes	Dick Loynes	Miller	51.342
B-I Outboard	Bill Lyon	Willard Crandall	Crandall	Johnson 16	42.338
B-II Outboard	H. G. Ferguson	Leo M. Baughman	Elsinore	Johnson 16	42.370
C-I Outboard	Mildred Milde	Al Thomson	Al Thomson	Evinrude C	43.711
C-II Outboard	Al Thomson	Al Thomson	Al Thomson	Evinrude C	43.192
D-1 Outboard	Bill Lyon	Willard Crandall	Crandall	Johnson 32	46.905
D-II Outboard	H. G. Ferguson	Leo M. Baughman	Elsinore	Johnson 32	48.400

AMERICAN RECORDS—NAUTICAL MILE

1½ Liter	Ralph Snoddy	J. A. Talbot, Jr.	Hacker	Miller	45.720
151 Limited	Dick Loynes	Dick Loynes	Dick Loynes	Miller	45.135
B-I Outboard	Bill Lyon	Willard Crandall	Crandall	Johnson 16	36.188
B-II Outboard	A. G. Martin	A. G. Martin	F. V. Pierce	Johnson 16	36.067
C-II Outboard	Al Thomson	Al Thomson	Al Thomson	Evinrude C	37.168
D-II Outboard	H. G. Ferguson	Leo M. Baughman	Elsinore	Johnson 32	41.586

A NEW Inboard Powered DEE WITE

AT

$985

COMPLETELY EQUIPPED F. O. B. FACTORY

Van Blerck, Jr., motor; 6-volt battery; self starter; auto-type steering wheel; windshield mounted in rubber; brass fittings heavily nickeled; electric bow and stern light; ensign and burgee; lifting rings; self bailer; every feature needed to make the craft complete!

DEALERS!

Write for information on 1930 Dee Wite profit opportunities. The above boat is only a part of the Dee Wite story for the coming season.

Again Dee Wite announces a new and sensational boat building achievement that is destined to carry Dee Wite leadership to a new high level.

Aided by greatly expanded engineering and production facilities, Dee Wite has produced and is now offering a 16-foot, five-passenger, inboard powered runabout or yacht tender, completely equipped, at $985.

Go to your Dee Wite dealer prepared to see a great boat . . . the finest, in fact, that you have ever seen at such a moderate cost. It has a Van Blerck, Jr., motor installed aft . . . a design feature decided upon only after numerous experiments to determine the best type of motor installation to give most satisfactory performance with the hull in question. Two cockpits, smartly upholstered in red or green, are placed well forward, clear of spray, and close together to permit a cozy, compact, yet comfortable grouping of occupants. Self starter, reverse gear, auto-type front-end control, remarkable ease of starting and handling, all combine to make this new and finer Dee Wite an outstanding achievement in boat design.

Sturdily built, smooth riding, dry, safe, comfortable, dependable, this boat offers you everything you want in a personal or family craft at a price little if any more than the cost of separate hull and motor.

See your Dee Wite dealer today or write the factory for further information.

DWIGHT LUMBER COMPANY
Established 1866
Boat Division, Dept. 61
RIVER ROUGE MICHIGAN

Dee Wite
ALL-MAHOGANY PLEASURE CRAFT

THE MONTH WITH THE OUTBOARDS

Items of Particular Interest to Followers of the Sport

DEE WITE EXPANDS SALES PROGRAM

FURTHER indication of the dominant position which the makers of Dee Wite boats are taking for the approaching year is shown by the appointment of Wilbur H. Young and J. A. Sprague as zone managers, the former to cover New England, part of New York, New Jersey, Delaware, Maryland, Eastern Pennsylvania, District of Columbia, Virginia and North and South Carolina, and the latter the Middle West and South.

As New York distributor for the Dee Wite line during the past year, Mr. Young has had an unusual opportunity to appraise Dee Wite sales possibilities and it is realization of that fact that has led him to identify himself with a larger and broader phase of Dee Wite sales work.

Mr. Young's experience in the boating industry extends back to 1907, in which year he exhibited the Ferroll Machine and Foundry Company's line at the New York Boat Show. Since then his record as an exhibitor is unbroken. Aside from his business interests in the boating industry, he has always practiced what he preached, being an enthusiastic yachtsman and a prominent figure in various trade organizations.

Mr. Sprague for the past year or more has been associated with Mr. Young as sales manager of his New York agency. He is a product of the automotive sales and service field, having started in St. Louis with the Hudson-Phillips Motor Car Company. In 1924-1925 he operated a yacht brokerage firm in Florida, which position he left to become sales manager for Mr. Young.

Mr. Sprague's first active interest in boating and, incidentally, his first real boating thrill, dates back to 1913 when, in his own words, he assisted a neighbor boy in building a 40-foot Brooks boat in which we expected to go from St. Louis to the San Francisco World's Fair. The more mature judgment of parents prevented the carrying out of their plans, so the trip never materialized.

Messrs. Sprague and Young are now in the field calling on Dee Wite dealers and prospective dealers. Dee Wite plans for the coming year call for considerable dealer expansion to accommodate a corresponding expansion in model coverage and price range.

Pecadora, the winner in the Progreso Regatta held recently in Yucatan, Mexico, was Johnson powered

OUTBOARD MOTORS COPORATION ELECTS VICE-PRESIDENT

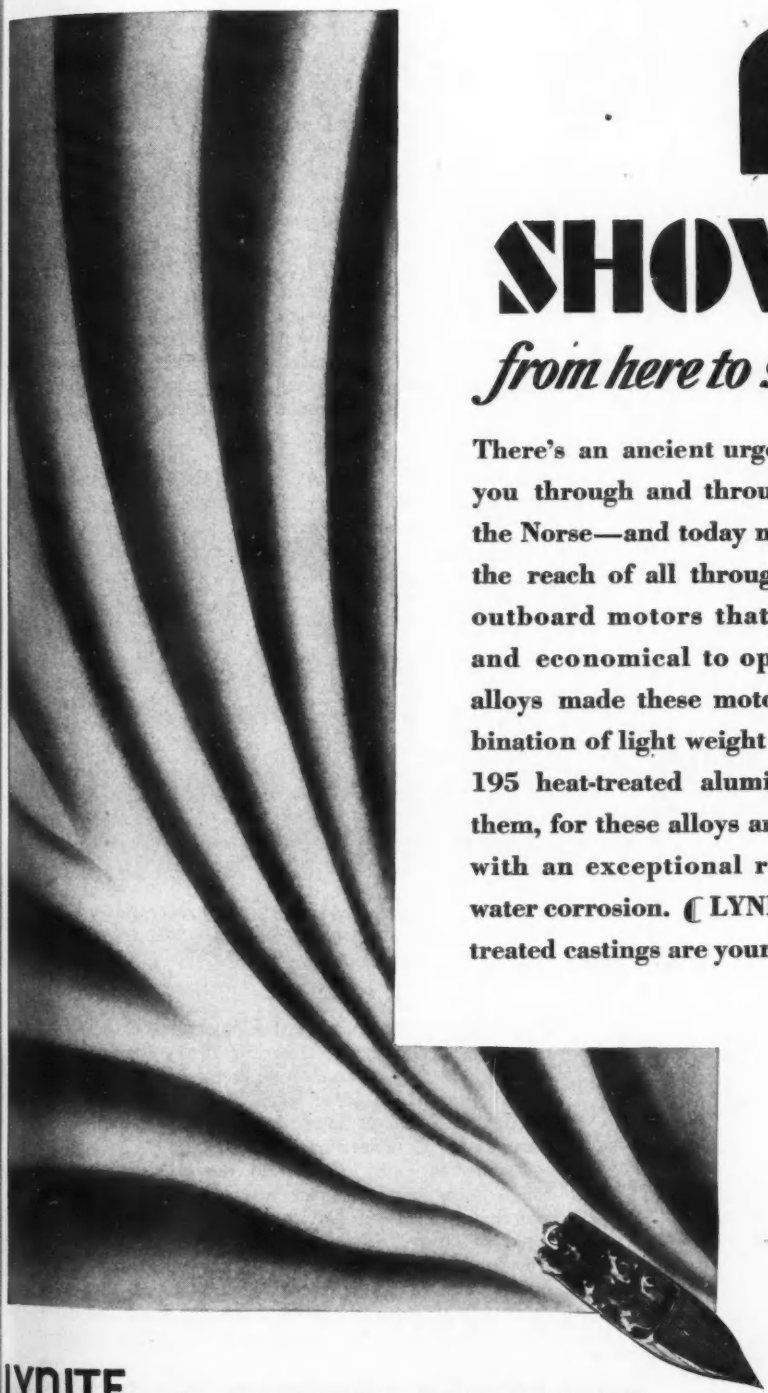
The Outboard Motors Corporation, manufacturers of Evinrude, Elto and Lockwood outboard motors, announces the election of Dean Chadbourne to the office of Vice-President in charge of sales and advertising.

Mr. Chadbourne has been identified with the marine industry for several years. He is a graduate of Purdue University and prior to entering the marine field was General Manager of the Westinghouse Electric International Company. Mr. Chadbourne has had a broad experience in both the foreign and domestic fields and is confident that the overseas demand for outboard motors can be developed at an even more astonishing rate than has characterized the growth of the business in the United States.

Mr. Chadbourne will assume his duties immediately and in line with the expansion program in the production end of the business is laying plans for a big increase in the sales for 1930. (*Continued on page* 190)

R. Allen Smith, who established an American outboard record for mile trials in Class C, Division II, at Cross Lake, La. He drove his Evinrude-powered Ashbridge speedster at a speed of 41.007 *m.p.h.*

THIS IS THE AGE OF ALUMINUM



SHOVE OFF

from here to somewhere else . .

There's an ancient urge about the water that thrills you through and through. It called the Vikings and the Norse—and today modern science places it within the reach of all through rugged, powerful, portable outboard motors that are yet moderate in price and economical to operate. ¶ Aluminum and its alloys made these motors possible with a rare combination of light weight and great strength. LYNITE 195 heat-treated aluminum casting alloys improve them, for these alloys are unusually strong and tough with an exceptional resistance to shock and salt water corrosion. ¶ LYNITE pistons, forgings and heat-treated castings are your safest guide to quality. They are specified by the majority of engineers and used by almost every manufacturer in the industry. When you buy an outboard, make sure that the vital parts are of LYNITE—then you'll know that its performance will be everything you expect.

LYNITE

ALUMINUM

ALUMINUM COMPANY OF AMERICA

PITTSBURGH, PA.

ALUMINUM ALLOY PISTONS, RODS, HEAT-TREATED CASTINGS AND AUTOMATIC SCREW MACHINE PRODUCTS

THE MONTH WITH THE OUTBOARDS

(*Continued from page* 188)

Johnson motors are employed in regular transportation service on the Patuca Rivers in Spanish Honduras, driving the 65-foot native pit-pans

The Outboard Motors Corporation was organized early this year through the merging of the Evinrude Motor Company of Milwaukee, the Elto Outboard Company of Milwaukee and the Lockwood Motor Company of Jackson, Michigan. Since the organization of the corporation many important steps have been taken towards concentrating all activities at one plant, thereby effecting substantial savings in administrative as well as manufacturing expense. Several months ago the three engineering departments were brought together at the Evinrude Division. At present a big addition to the Evinrude plant is being constructed and when this is completed, on November 1, it will be the largest factory in the outboard industry and will be equipped with the most modern machinery for the production and testing of outboard motors. As soon as the new addition is ready for occupancy both the Elto Division of Milwaukee and the Lockwood Division of Jackson, Michigan, will be moved to this new plant.

HONDURAN CRAFT USE OUTBOARD

A most interesting story on a new and unique use for outboard motors is brought to light by Mehon Weis, a resident of Pensacola, Florida, who recently returned from a trip to Spanish Honduras.

Mr. Weis made a trip from Brewer's Lagoon to a point fifty miles up the Patuca River aboard a pit pan. A pit pan, according to Mr. Weis, is an over-grown canoe hewn from a mahogany log. It is about sixty-five feet long with a beam of approximately four feet. The sole power is a Johnson motor.

When Mr. Weis made his trip the river was at flood stage and the water was thirty feet higher than usual and running in a swift current. Nevertheless the Johnson pushed the odd-looking craft up the 150-mile regular run.

Johnson motors, it seems, according to Mr. Weis, are able to stand the great stresses and strains put on a motor in this work. During low water Standard Twins are used with bronze propellers and bronze skegs to stand the hard knocks given then when they strike along bottom.

One of the motors has been driving a pit pan for over five thousand miles in one year. The owners and drivers take exceptionally good care of the Johnsons, as much depends on their functioning properly at all times.

Dean Chadbourne, recently elected Vice-President of the Outboard Motors Corporation, in charge of sales and advertising

OUTBOARD VOYAGERS REACH HOME

When the trim little craft, Homeward Bound, crept out of the tropical wonders of the famous Dora Canal and poked her prow eastward across the broad expanse of Lake Dora her plucky crew of two Mount Dora boys of teen age were on the last lap of an epochal trip that carried them from Huron, Ohio, to this city,

The journey's end. Harry Clark and Frank Morley in the outboard boat which they piloted successfully from Huron, Ohio, to Mt. Dora, Florida

a distance of 2,250 miles.

Leaving Huron July 17, the boys piloted their frail little sixteen-foot boat through a heavy sea to Cleveland, where they made their first stop. The boys wore the regulation yachting caps of the Mount Dora Yacht Club and at every stop were accorded every courtesy by yachtsmen and sailors.

From Cleveland to Buffalo the boys encountered rough going, but the craft was equal to the occasion and they reached the waters of New York State barge canal in safety. Through the canal they made their way to Albany, and after a stop of several days at the New York State capital, they started on the jaunt down the famous Hudson. They found the river choppy and rough, but maintained an average speed of 20 miles per hour.

After a wholly delightful and interesting trip, at 11 o'clock on the evening of September 11, Homeward Bound bumped her nose against the wharf of the Mt. Dora Yacht Club. A brilliant moon greeted the travelers as they swept from the jungle of the canal and emerged upon Lake Dora.

Harry Clark, son of Mrs. Estella Clark of Mount Dora, is a graduate of the Mount Dora High School, is 19 years old, and is now a sophomore at the University of Florida. Frank (*Continued on page* 192)

43.711 Miles per hour!

Four New American Records

Al Thompson's Evinrude-powered "Black Maria V", which set four new American records in 17 days, September 22 to October 8. Mildred Milde, driver, 43.711 M. P. H. Al Thompson, driver, setting other three records.

SIX TIMES . . . . . *only* six . . . . . has anyone officially traveled faster with an outboard motor.

Never . . . . . never before or since has such speed been equaled with less than four cylinders.

43.711 M. P. H., Class C Time Trials, Division I, Balboa, Calif., October 8.

43.192 M. P. H., Class C Time Trials, Division II, Balboa, Calif., October 8.

41.43 M. P. H., Class C 5 Mile Competition, Division II, Lake Elsinore, Calif., September 22.

37.094 Nautical M. P. H., (equals 42.738 statute miles) Class C Time Trials, Balboa, Calif., October 8.

Engineered, as every Evinrude must be — first of all for *service* — these motors have developed brilliant, record-making *speed*. Speed . . . service? Service . . . speed? Whichever may be your *first* choice in an outboard, Evinrude stands foremost in giving *both*.

Evinrude Distributors Sales and Service

Ford Road and River Blvd. - - St. Paul, Minn.
First Street near Front - - - - - - Norfolk, Va.
115 E. 23rd St. - - - - New York City, N. Y.
259 Atlantic Ave. - - - - - - - - - Boston, Mass.
117-119 Broadway - - - - - - - - Oakland, Calif.
124 Second St. - - - - - - - - - - Portland, Ore.
79 Columbia St. - - - - - - - - - Seattle, Wash.
6304 E. Jefferson Ave. - - - - - Detroit, Mich.
64 King St., West, Toronto 2, Ontario, Canada
539 Carondelet St. - - - - - - - New Orleans, La.
115 Broadway - - - - - - - - - - Houston, Texas

Write for Free 32-Page Year Book describing Evinrude's four models, 2½ to 20 H. P.

EVINRUDE

EVINRUDE DIVISION
Outboard Motors Corporation
1134-27th Street Milwaukee, Wis.

THE MONTH WITH THE OUTBOARDS

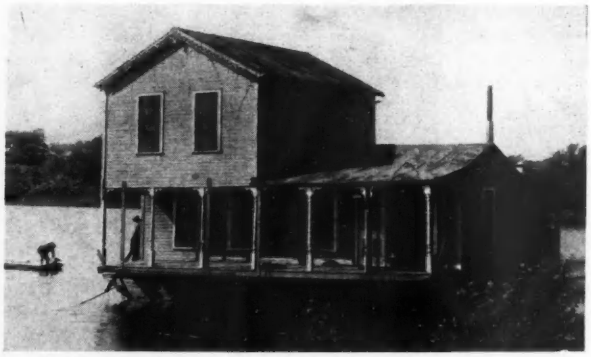
(*Continued from page* 190)

Morley, also a Mount Dora educated boy, is a son of Councilman N. F. Morley of this city and is a student at Case Reserve.

Both the boys were bronzed and tanned from sun and air and were enthusiastic over the pleasures met on their jaunt. Their craft was equipped with an Elto motor.

OUTBOARD MOTOR MOVES SEVEN-ROOM HOUSE

When Charles Oas of 378 Glen Street, Janesville, Wisconsin, wished to move his two-story frame residence to a new location he adopted a unique means of accomplishing this task. Because of the location of the house, it was impossible to move it to its new situation over land. Rock River, a broad stream which flows through the central and southern portions of Wisconsin, lay immediately in the path across which the house was to be moved. There was no bridge wide enough to accommodate the house and tractor, and for a short time here appeared to be a real obstacle, making the moving of the house impossible.



Charles Oas of Janesville, Wisconsin, solved the problem of house-moving by loading his residence on a barge, which was towed to the new location by a single-cylinder Evinrude engine

However, instead of being a hindrance in moving the house, Rock River offered assistance. It was decided to move the house on water, so a special boat which had been previously built (15 feet wide, 45 feet long and 4 feet deep) was used. The house was then moved across and onto the boat, and the only thing remaining was the power for towing of the barge. An old single cylinder Evinrude, which had given continuous use for twelve years, was brought into service for towing this big barge, with its cargo of a seven-room dwelling house, across the river.

Shortly after accomplishing the task of moving the house to its new location with the Evinrude single as motive power, Mr. Oas wrote the Evinrude Division, Outboard Motors Corporation, commenting on the service which he had received from this remarkable motor. Mr. Oas states in his letter that, "with the exception of needing new piston rings, in spite of its long and hard usage, the engine is in perfect condition. Altogether, the only care the engine ever had was to see to the gear housing as to grease and the proper amount of oil and gasoline. It has proved itself to be a wonderful machine. I have pulled the same boat numbers of times, loaded, with the same engine. One can hardly see the wear on the bevel gears. The bearings are in perfect condition."

The remarkable performance of this motor, now in its thirteenth year of continuous service, constitutes one of the finest tributes which which might be paid to the long life and dependability of the Evinrude motors.

EVINRUDE WINS HAWAIIAN CHAMPIONSHIP

Before an extremely enthusiastic crowd which stormed the piers in the harbor of Honolulu, Hawaii, Louis Abarms, driving an Evinrude Speeditwin, was crowned King of Outboard Motors in the First Annual 25-Mile Outboard Motor Championship Race. Driving his 20-horsepower Evinrude on his sled type Cycol boat, the youthful champion competed against the fastest drivers in the Hawaiias, defeating all other types of motors, including the four-cylinder larger horsepower makes.

The newest in auxiliary seaplane propulsion. Planes in use on the Alaskan coast are to be equipped with outboard motors for maneuvering purposes

Young Abrams deserves a great deal of credit for annexing the championship of the Hawaiian Islands in this 25-mile race, as his success is largely attributable to his great skill as a driver and his extreme daring, particularly on the turns. Abrams' time for the 25 miles was 48 minutes, 51 seconds, a little over 30 miles per hour average. He finished 5½ laps or 5½ miles ahead of the second place winner, against the handicap of much larger horsepower motors.

In winning this race Louis Abrams won the beautiful Honolulu Advertiser Trophy, as well as the title of Champion of the Hawaiian Islands. Following the first lap, the youthful champion's lead was never disputed, and he was given a deafening ovation and was heavily decked with leis when he returned to the barge after the race. Thousands thronged the pier to witness the races, attesting to the fact that outboard motor racing not only is national in its popularity, but international.

MID CACTI AND WHITECAPS

This business of holding outboard races on any lake, artificial or natural, in the middle of the southwestern deserts anywhere from three to seven thousand feet high is not, perhaps, so (*Continued on page* 194)

CHASE-EMERSON BOATS

Powered by Van Blerck, Jr., Motors

What a MOTORBOAT for $995 !

F.O.B. Norwalk, Ohio

Speed up to 25 M.P.H.

Smart . . . .
Swift . . . .
Seaworthy . .
Safe . . . . .

Beauty of line . . . sturdiness of construction . . . utmost dependability . . . luxurious riding comfort . . . marvelous seaworthiness . . . this new Motorboat by Chase-Emerson has *everything!*

But instead of selling for $1500 to $2000 as you'd naturally expect of such a boat, it's only $995 (F.O.B. Norwalk, O.) It's the greatest buy in boating history.

It's a sixteen-foot boat of Philippine hardwood construction, providing ample room for five full-grown people. It's powered by a 25 h. p. Van Blerck, Jr., Motor equipped with self starter and reverse gear. It's fully equipped, ready for your pleasure.

Going South?

Lots of Chase - Emerson Boats are headed south . . . as tenders on yachts and houseboats . . . or being shipped there. The Boat is such a popular little craft that the boating world has taken to her like a duck takes to water.

Quick Dealer Turn-Over !

The Biggest Dealer Opportunity in Boating History

Chase-Emerson franchises will build the biggest profits dealers have ever known. They're valuable . . . and territories are being assigned rapidly. Write or wire immediately to A. B. Chase-Emerson Corp., 11 West 42nd Street, New York City. Factories: Norwalk, Ohio.

THE MONTH WITH THE OUTBOARDS

(*Continued from page* 192)

The outboard champion of Hawaii, Louis Abrams, driving an Evinrude Speeditwin, was victorious in Honolulu's first annual 25-mile outboard championship race

new. But when such a regatta is held in the way of being a sideshow for a real honest-to-goodness, he-man rodeo, and then steals the whole shebang a record of something or other has been established.

The above occurred on Sunday morning, September 22, when the drivers of fast little outboards cramped and eclipsed the style and efforts of bull-dozers, bronco-busters and lariat twirlers at the Sierra County Rodeo held at Hot Springs, New Mexico.

Range characters in the habiliment of Zane Grey's heroes were chagrined, surprised and completely won over, in the order given, by the daredevil antics of another type of he-man who drove the pounding water broncs at Butte Lake, formed by Wilson Dam between Las Cruces and Albuquerque, New Mexico. The lake, a part of the vast Elephant Butte Irrigation project in the Rio Grande River valley of southern New Mexico and the western tip of Texas is one of the largest and most beautiful bodies of water in North America. The clear blueness of its waters belies the fact that it owes its nourishment to the muddy Rio Grande, erroneously termed The Silvery Rio Grande.

Elephant Butte, from which the lake gets its name, stands as an island about one-half mile from the southern shore. The two and one-half mile course, which was interestingly laid, circled the Butte.

Thrills, of which there were many, began when Bill Tooley, driving Miss Knox, a Texas hull, joined the hell-divers club—that exclusive and prominent society of outboard drivers. Tooley, while warming up a new motor, slipped into the wash of Jim Parmalee's boat and wing-dinged beautifully before a hill crowded with spectators.

Parmalee, however, set a new mark for thrills and nerve when his hull went aground on a bed of rocks while turning the west end of the Butte. Watching the others pass him was not as bad as stepping out of his hull and shoving off the rocks —a misstep would have immersed him in sixty feet of water. But he shoved off, recovered the quarter mile lost and came across the finish winner, his hull and motor intact, save for a few minor scratches.

The first race, a ten-mile event, was open to all Thompson 18-foot hull owners. Entries, of which there were many, were finally cut to three before the race began. The best time was made by George Sickles driving Miss Silver City with 21:32 for the ten miles. Rio Boy with Ralph Daniels up was flagged in the third lap and Miss Butte, driven by Walker Boyton, failed to finish.

When the Harlow ferry at Clearwater, Washington, was wrecked, resourceful natives ferried their cars on a pontoon raft built of three Indian war canoes, propelled by a Johnson motor

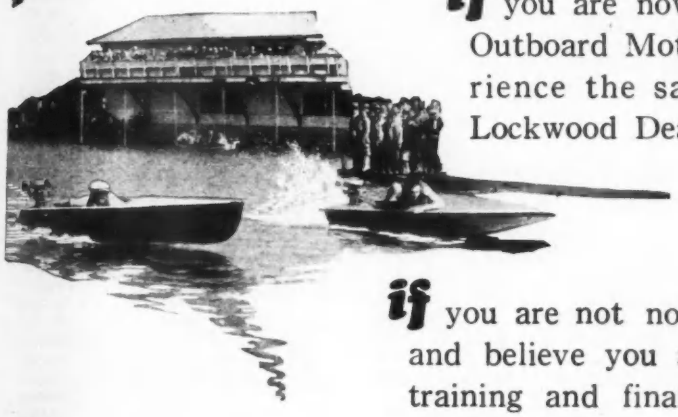
Jim Parmalee, Butte Lake champ, at the dock after trimming Miss Hot Springs and Miss Knox at Hot Springs, New Mexico

Sickles also took first and only money in the Class B go. Driving Content he pulled in a higher mark than he did with the 18-foot job, his time being 21:49. In the last lap he was traveling with one faulty spark plug that gave him considerable worry. A balky magneto caused George Townsend to drop out with his Miss Albuquerque and Bill Tooley with Baby Chieftan did not finish for similar reasons.

Jim Parmalee brought Miss El Paso across the finish line in the Class C event with an elapsed time of 16:37 for the ten miles. Miss Hot Springs under the tutelage of Daniels was second; time 17:21 and Bill Tooley finished third after ruining his new motor when he spilled, driving an old, worn power plant, with 17:33.

Miss El Paso, Parma- (*Continued on page* 204)

Now is the Time!



if you are now handling another make of Outboard Motors and would like to experience the satisfaction and profit that Lockwood Dealers enjoy,

or

if you are not now selling Outboard Motors and believe you are qualified by inclination, training and financial standing to do so, we invite you to—

for 1930

Lockwood will again have a line of Motors of outstanding performance and value. The most recent developments in Outboard Motor engineering will be incorporated. The Lockwood Dealership will enable you to meet the demand of most Outboard Motor buyers, with a minimum of investment in models and stock.

The absence of profit-eating service after sales are made is another reason why it will pay you to—"Line Up with Lockwood for 1930."

LINE UP with LOCKWOOD for 1930

Use the coupon to bring you the details of the Lockwood Dealership and what it will offer you for 1930.

(92)

LOCKWOOD DIVISION
Outboard Motors Corporation
1800-A North 27th Street
Milwaukee -:- Wisconsin
A Guaranteed Product of Outboard Motors Corporation

Lockwood Division, Outboard Motors Corporation
1800-A North 27th Street, Milwaukee, Wis.

Gentlemen: Send me information about the Lockwood Dealership for 1930. I am interested in selling Outboard Motors at_____

Name _____

Address _____

City _____ State _____

Results National Outboard Championships, Peoria, Illinois, October 12, 13, 1929.

Each Event Consists of Two Heats of 5 Miles Each

(Only Boats that Finished Both Heats Given)

CLASS A

Position	Boat	Driver	Total Time	Builder	Motor
1	Flatiron	Douglas Haskins, Boston	23:53.6	Porteus	Lockwood
2	Tar Baby	A. Sutherland, Boston	25:08.2	Herbst	Lockwood

CLASS B

Position	Boat	Driver	Total Time	Builder	Motor
1	O Kay	H. G. Ferguson, Los Angeles, Cal.	16:01.8	Elsinore	Johnson
2	Ute	J. Herbst, Wilmington, N. C.	16:31.14	Herbst	Johnson
3	Uniplex IV	W. Frey, Madison, Wisc.	16:35.0	Century	Johnson
4	Full Quart	J. B. Maypole, River Forest, Ill.	16:35.9	Ramsey	Johnson
5	Tuning Up Too	D. M. Schuyler, Oconomoc, Wisc.	16:48.6	Johnson	Johnson
6	Miss Epps	J. Bryant, Seattle, Wash.	16:56.6	Troyer	Johnson
7	Ironin Board	C. Mason, Bristol, Conn.	17:06.9	Porteus	Lockwood
8	Flying Flea	E. Pickard, Wilmington, N. C.	17:10.4	Herbst	Johnson
9	Hy Vis	W. B. Tingley, Hollywood, Ala.	17:13.2	Boyd-Martin	Johnson
10	Flash	A. Reinking, Indianapolis, Ind.	17:18.1	Arrow	Johnson
11	Lazy	F. Wilbur, Sacramento, Cal.	17:33.1	Wilbur	Johnson
12	Hi Hat	A. Buffinton, Fall River, Mass.	17:37.5	Cute Craft	Johnson
13	Static	J. S. Roelfs, Bartonville, Ill.	17:53.0	Surflinger	Johnson
14	Fidget	P. A. Carlisle, Jacksonville, Fla.	18:03.6	Herbst	Johnson
15	Bad News	L. Hewes, Waukegan, Ill.	18:06.9	Ramsey	Johnson
16	Miss Step IV	W. Haberkorn, River Forest, Ill.	18:25.9	Crandall	Johnson
17	Crandall Comet	J. Adams, Newport Beach, Cal.	18:47.2	Crandall	Johnson
18	.....	P. W. Lewis, Decatur, Ill.	21:09.3	Boyd-Martin	Johnson

CLASS C

Position	Boat	Driver	Total Time	Builder	Motor
1	Cisco Kid	Carl Koeffler, Wauwatosa, Wisc.	15:30.2	Indian Lake	Evinrude
2	Flaming Youth	J. T. Milliken, St. Louis, Mo.	16:02.8	Century	Evinrude
3	Hafer Streak	Glen Hafer, Spirit Lake, Ia.	16:21.8	Hafer	Evinrude
4	Miss Parkersburg	P. E. Thomas, Parkersburg, W. Va.	16:38.36	Century	Evinrude
5	Little Dodge	U. O. Armstrang, Clinton, Ia.	17:00.8	Boyd-Martin	Evinrude
6	Robin II	Ted Tarmin, Standpoint, Ida.	17:09.1	Robinson	Evinrude
7	My Weakness	Carl Kramer, Chicago, Ill.	17:23.4	Kramer	Evinrude
8	Miss Frigidaire	A. Ginn, Nebraska City, Neb.	17:33.5	Hafer	Evinrude
9	Miss Glen Cove	John Gregory, Glen Cove, N. Y.	17:46.1	Bair & Edgerton	Evinrude
10	Whoopee	C. H. Kuntz, Muscatine, Ia.	17:46.9	Century	Evinrude
11	Hokus	E. P. Lott, La Grange, Ill.	17:56.02	Ludington	Evinrude
12	Texaco	Davis, Milwaukee, Wisc.	18:14.4	Century	Evinrude
13	Sunkist Kid	Loretta Turnbull, Menornia, Cal.	18:57.0	Elsinore	Evinrude
14	Toodeloo	D. A. Haskins, Boston, Mass.	19:14.6	Hooton	Evinrude
15	Black Maria	Al Thomson, Newport Beach, Cal.	21:11.1	Thomson	Evinrude

CLASS D

Position	Boat	Driver	Total Time	Builder	Motor
1	No Foolin	Dick Upsall, Bass Lake, Ind.	13:54.0	Century	Johnson
2	Baby Whale	Marshall Eldredge, Brighton, Mass.	13:56.6	Kelley	Johnson
3	Rowdy IV	A. M. Amsler, Toledo, Ohio	14:22.8	Amsler	Johnson
4	Tiny Tot	O. N. Rinehot, Parkersburg, W. Va.	14:23.6	Rinehort	Johnson
5	Horse Fly	Ben Koler, Gary, Indiana	14:28.7	Century	Johnson
7	Spig III	C. C. Speigle, Watsonville, Cal.	14:36.5	Hawes	Johnson
6	Miss Mystery	L. F. Davids, Geneva, N. Y.	14:36.0	Fay & Bowen	Johnson
8	Oh Kay	H. S. Ferguson, Elsinore, Cal.	15:05.3	Elsinore	Johnson
9	Miss Sacramento	E. Wilber, Sacramento, Cal.	15:17.1	Wilber	Johnson
10	Cootie III	Gole Roose, Seattle, Wash.	15:26.8	Cunningham	Johnson
11	Flip Flop	S. Stuck, Kansas City, Mo.	15:27.6	Hooton	Johnson
12	Baby Hop V	M. Hoppenyan, Jr., Ashland, Wisc.	16:31.6	Shell Lake	Johnson
13	I'm Alone	E. Widegren, Locust Valley, N. Y.	15:31.6	Boyd-Martin	Johnson
14	Baby Whale	F. W. Myers, Brighton, Mass.	16:02.5	Kelley	Johnson
15	Baby Whale	E. E. Wilkinson, Brighton, Mass.	16:05.3	Kelley	Johnson
16	Ceestepper	Lester Preston, Keuka Park, N. Y.	16:09.1	Penn Yan	Johnson
17	Shooting Star	C. Mulford, Scull, Ventnor City, N. J.	16:25.5	Scull	Johnson
18	.....	Chas. Washburn, New Berlin, Ill.	16:44.2	Hooton	Johnson
19	.....	Walter Verberg, Milwaukee, Wisc.	16:59.8	Century	Johnson
20	Crandall Comet	John Adams, Newport Beach, Cal.	19:44.2	Crandall	Johnson

CLASS E

Position	Boat	Driver	Total Time	Builder	Motor
1	Ludolphs Wildcat	F. E. Ludolph, Chicago, Ill.	16:18.1	Hooton	Elto
2	Chase Me	E. Carlson, Galesburg, Ill.	21:00.52	Century	Elto
3	Flying Cloud	E. J. Lillie, Chicago, Ill.	21:41.14	Ludolph	Elto

FAYBOW HYDROPLANE (Driven by Malcolm Pope)

Wins the 100-mile Jacksonville Marathon

"MISS MYSTERY", a Faybow Static Model Hydroplane, world's record breaking winner of the recent 68-mile Finger Lakes Outboard Marathon, has added another prize to her list of accomplishments.

Driven by Malcolm Pope and powered with a Johnson 32 Outboard motor, "Miss Mystery" crossed the line first in the Jacksonville, Florida, 100-mile Marathon in record time.

The Faybow "STATIC" is a constant winner—because it is correctly designed and staunchly built to withstand the terrific strains of the fastest speeds obtainable with the most modern types of outboard motors. It is justifiably classed as "the fastest hydroplane afloat." Made in two lengths—13 ft. 9 in. (weight 135 lbs.) and 11 ft. 9 in. (weight 85 lbs.)

Over a quarter of a century of manufacturing experience in the marine field is responsible for the outstanding superiority of all Faybow Marine Engines and Power Boats.

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FAYBOW

MARINE ENGINES AN D POWER BOATS

NATIONAL OUTBOARD CHAMPIONSHIPS

(*Continued from page 183*)

A complete summary of the racing results will be found below:

Assisting the local committee were such well-known National officials as William Eldridge, Starter; Ed Grady and W. E. Lyman, Timers; Ralph Goetchius, Sam Mattes, Howard Drakeley, Ira Hand, Bruno Beckhard, Charles Alexander, Emmett Maun, Gates Harpel, Lou Pierce and others.

Class A, Division 1—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-100 Strange Interlude	J. Sullivan	Lockwood	13:31	12:53	1
B-90 Zita	Chester Philpott	Evinrude	16:32	17:14	2
B-127 Mangler	Mrs. M. Hickey	Lockwood	DNF	DNS	3

Best heat speed made by Strange Interlude—23.29 miles per hour.

Class A, Division 2—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-31 Flat Iron	Doug. Haskins	Lockwood	13:04	13:35	1
D-123 Ironin Board	Carl Mason	Lockwood	13:22	13:51	2
B-101 Cute Craft Hi Hat	Al Buffinton	Lockwood	14:12	14:41	3
B-100 Strange Interlude	J. E. Wilkinson	Lockwood	....	13:44	4
B-2 Warmananxious	A. Sutherland	Lockwood	DNF	13:54	5
Z-30 Herbst Special	J. Herbst	Lockwood	18:27	DNS	6

Best heat speed made by Flat Iron—22.96 miles per hour.

Class B, Division 1—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-70 T.T. Cent. Cyclone	N. Kalat	Johnson	10:24	10:20	1
D-86 C.C. Green Flash	Harold Bowen	Johnson	13:55	10:12	2
B-85 Zev Baby Whale	Mrs. M. Hickey	Johnson	11:03	14:29	3
B-100 Strange Interlude	J. N. Sullivan	Lockwood	13:15	11:13	4
B-287 Cute Craft Palooka	Earl Thomas	Johnson	13:52	DNF	5
B-99 Mercury L. Light'g	Betty Wallace	Johnson	DNF	DNS	6
B-25	E. R. Pouty		DNF	DNS	7

Best heat speed made by Cute Craft Green Flash—29.41 miles per hour.

Class B, Division 2—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
Z-1 Ute Herbst Special	J. Herbst	Johnson	9.07	8:46	1*
B-10 Baby Whale	Frank Meyers	Johnson	9:09	8:44	1*
Z-68 P. Nut Herbst	Gene Pickard	Johnson	9:35	9:09	3
B-33 Cute Craft Herself	Al Buffinton	Johnson	9:30	9:37	4
B-84 Baby Whale	M. Eldridge	Johnson	9:34	9:29	5
B-331 Toodleoo Hooton	Doug Haskins	Lockwood	10:40	10:26	6
D-301 R.M.S. Special	R. M. Spencer	Johnson	11:07	10:12	7
B-89 Silver Streak	J. W. Dillon	Johnson	14:02	10:11	8
D-123 Ironin Board Too	Carl Mason	Lockwood	11:14	10:28	9
B-839 Merc. Ludington	W. B. Tuck	Johnson	11:10	10:32	10
N-164 Wee Minneford	E. Hauptner	Johnson	10:31	DNF	11
B-128 Hoot-Hoot	J. E. Wilkinson	Lockwood	11:57	11:20	12
B-85 Baby Whale	Russ Stearns	Johnson	12:20	DNF	13

Best heat speed made by Baby Whale (B-10)—34.35 miles per hour.
*Tied on both points and total time. Run-off won by Baby Whale.

Class C, Division 1—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-122 Miss Boston	O. Miner	Evinrude	10:31	8:50	1
B-287 Cute Craft Palooka	Earl Thomas	Johnson	9:50	9:25	2
B-86 Petite Comet	Phil Emerson	Evinrude	9:23	DNF	3
B-68 Zev	Mrs. M. Hickey	Evinrude	11:19	10:20	4
08-101 Fearless	S. Lombardi	Evinrude	10:35	DNS	5
B-87 Green Scarab	Dick Emerson	Evinrude	10:50	DNF	6

Best heat speed made by Miss Boston—33.96 miles per hour.

Class C, Division 2—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-331 Toodleoo	Doug Haskins	Evinrude	8:39	8:43	1
B-10 Baby Whale	Frank Meyers	Evinrude	8:42	9:24	2
N-132 Flowers Falcon	Don Flowers	Evinrude	9:24	9:27	3
D-2 Sallrite IV	Dave Parnigoni	Evinrude	13:39	11:15	4
W-23 Miss Richter	R. Richter	Evinrude	11:39	9:17	5
B-93 Baby Whale	C. V. Clement	Evinrude	DNF	9:22	6
B-84 Baby Whale	Marsh. Eldridge	Johnson	9:35	DNF	7

Best heat speed made by Toodleoo—34.69 miles per hour.

Class D, Division 1—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
N1225 Thorobred Baby	Colonel Tooey	Johnson	8:45	9:20	1
08-101 Fearless	S. Lombardi	Evinrude	9:25	9:34	2
N-50 I'm Alone	Earl Widegren	Johnson	DNS	12:41	3

Best heat speed made by Thorobred Baby—34.28 miles per hour.

Class D, Division 2—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-44 Flash IV	Jake Dunnell	Johnson	7:42	7:39	1
N-516 Miss Mystery	L. F. Davids	Johnson	8:29	7:53	2
B-1 Baby Whale	J. E. Wilkinson	Johnson	8:06	8:57	3
B-35 Pigeon	R. Griffin	Johnson	8:21	8:14	4
B-333 Cute Craft C Horse	Al Buffington	Johnson	8:12	8:25	5
N-331 Cee Stepper	L. J. Preston	Johnson	8:33	8:06	6
B-85 Baby Whale	Russ Stearns	Johnson	9:44	8:38	7
B-34 Three Star	Capt. Snaedecki	Johnson	9:43	11:53	8
B-23 Baby Whale	Ross Maddocks	Johnson	8:23	DNF	9

Best heat speed made by Flash IV—39.22 miles per hour.

Class E—Division 1—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
N-225 Thorobred Baby	Colonel Tooey	Johnson	8:37	...	1
B-42 B.P.O.E.	J. Lecuyer	Caille	9:00	...	2
B-68 Zev	Mrs. M. Hickey	Johnson	10:09	...	3
B-99 Mercury	Betty Wallace	Johnson	13:39	...	4

Best heat speed made by Thorobred Baby—34.82 miles per hour.

Class E—Division 2—10 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
N-516 Miss Mystery	L. F. Davids	Johnson	14:53	...	1
B-1 Baby Whale	J. E. Wilkinson	Johnson	15:23	...	2
N-331 Cee Stepper	L. J. Preston	Johnson	15:49	...	3
B-331 Toodleoo	Doug Haskins	Evinrude	16:08	...	4
P-839 Ludington	W. B. Tuck	Johnson	16:14	...	5
B-333 Cute Craft	Al Buffington	Johnson	17:15	...	6
B-84 Baby Whale	M. Eldridge	Johnson	18:10	...	7
B-34 Pigeon	Capt. Snaedecki	Johnson	20:12	...	8

Best heat speed made by Miss Mystery—40.36 miles per hour.

Family Boats—5 Miles

Racing No. and Boat	Driver	Motor	Time-Heats 1st	Time-Heats 2nd	Final Position
B-331 Toodleoo	Doug Haskins	Evinrude	10:25	10:27	1
B-128 Hoot-Hoot	Mrs. M. Hickey	Evinrude	11:57	11:03	2
B-84 Mercury	M. Eldridge	Johnson	12:47	12:56	3
B-500 Miss Neponset	C. G. Hyland	Johnson	14:52	14:16	4
B-34 Pigeon 3 Star	Capt. Snaedecki	Johnson	DNF	10:38	5
B-333 Cute Craft Specialist	Al Buffington	Johnson	10:52	DNF	6
B-76 Pigeon	John McAdam	Elto	DNF	DNS	7

RECORDS SET AT DALLAS

At an exciting series of races staged on September 8 at White Rock Lake, Dallas, Texas, several new American records were established. In the Class B, Division II event, Holmes Thurmond at the wheel of W. K. Henderson's K. W. K. H. raced over the course at the speed of 37.3144 miles per hour to break all existing records for Class B, Divison II, in a five-mile competition. In the Class D, Special Race, Division II, Floyd Hilton piloted Rob Davis's Miss Tex Craft to Victory and hung up a record of 42.9389 miles per hour for ten-mile competition in Class D, II. The third record that was set at this Regatta was that of Robinson Copples. At the wheel of his C Class Boat Miss Gen III he won the Class C, Division I, event and raised the record for ten-mile competition in that class to 40.0894 miles per hour.

ENGLISH OUTBOARD REPRESENTATIVE VISITS U. S.

J. W. Shillan, General Manager of the Elto Motor Sales Company in London, England, the man who has been directly responsible for the tremendous increase in interest in outboarding activities in the territory which he represents, is in the United States on his annual visit to America. Mr. Shillan is a very aggressive and enterprising man and has promoted a great number of interesting publicity stunts to stimulate interest in the outboards in London. He wishes to acquaint the marine trade with the fact that he will be glad to receive offers from manufacturers of equipment for marine engines who wish to introduce their goods in European markets. During the period of his stay in America he may be reached at the Pennsylvania Hotel, New York City.

MIDDLETOWN COURSE FOUND SHORT

Investigation subsequent to the running of the outboard races at Middletown on the Connecticut River recently where the New England-Middle Atlantic States Outboard Regatta was held, discloses the fact that an error was made by Superintendent G. Allen Schaefer's Public Works Department in plotting the course. Mr. Schaefer has made a statement to the effect that the triangulation work in connection with the laying out of the two and a half mile course was done by his engineers and was found by him on being checked up to be correct. Later he found that the triangulation station that was shown to him as the end of the course was not the end, but rather was four hundred feet away from it. Setting buoys from this triangulation station at the south end of the course shortened it by approximately fifteen hundred feet in a two and half mile run or three thousand feet over a five-mile course. Using angles to set the buoy that should have been used at the further station put the course off, according to Mr. Schaefer. He keenly regrets the error and the disappointment which it occasioned the Regatta Committee. As a result of this inaccuracy all alleged American records made at this Regatta can of course not be considered official. The understanding is that the winners will retain their victories but the time will not count.

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LUDINGTON'S 1930 LINE OF BOATS WILL BE UNEXCELLED

Now About Dealers » »

New dealers will be needed—dealers whose interest in sales and systematic profit-making is in proportion to ours. These dealers must be in a position both to display our boats and intelligently use our new sales literature and dealer helps. Our plans will not be ready for publication until the Motor Boat Show. Interviews, however, can be arranged with our special representatives.

Write today on your letterhead for advance information on our 1930 Dealer Plan, stating what lines you are now handling.

LUDINGTON

LUDINGTON AIRCRAFT, Inc.
HYDRO DIVISION

808 Atlantic Bldg. Philadelphia, Pa.

MIDDLETOWN HOLDS INTER-SECTIONAL CHAMPIONSHIPS

(*Continued from page* 185)

been able to finish in the money in any event. New England had the topmost places in every event to her credit and it began to look as though the men from down east would score a complete victory for the day.

J. H. Ladew, Jr., of New York City, had a different idea, however, and with his Caille humming a high soprano, he piloted Osprey IV over the 10 miles to beat out another Middle Atlantic man, William Schanz of Hopatcong, New Jersey, by a sixty-one second lead. John H. Gregory and Allen Flower, also flying the colors of the tailenders, followed him over the line in the order named, giving the Middle Atlantic drivers their first taste of victory.

The most thrilling race of the second and final day was the fourth event, that for Class D, Division 2 drivers, won by Lowell E. Preston of Keuka Park, N. Y. Hard pressed by Marshall Eldredge of Boston, they were almost neck and neck at the start of the second lap, then Preston shot into the lead. Piloting his Johnson powered Ceestepper III in masterly fashion, he finished the second lap an easy winner of the coveted intersectional champion crown.

Wallace H. Bell of East Norwalk, Conn., began the second day's activities by winning the opening event for Class C, Division 1. Earl R. Thomas of Fall River, Mass., provided Bell with the stiffest kind of competition throughout the entire race, but the Connecticut lad's craft, an Evinrude powered Fleeter, proved the faster combination. The Division 2 event in Class C went to William Schanz of Lake Hopatcong, N.J. Bill led the field from the start in his Evinrude-driven Zip II and captured the first heat by a comfortable margin. In the second heat, John H. Gregory of Glen Cove, L. I., beat him across the line by a one-second margin in his Miss Glen Cove, also powered by an Evinrude. Schanz, however, won the intersectional championship in his class and division because of his time in the first heat.

Franklin Overton, of Saugatuck, Conn., and Earl D. Widegren of Locust Valley, L. I., made a pretty picture as they circled the course in the next event, that for Class D, Division 1. First one and then the other would forge into the lead. Overton drove his Johnson-powered Slim Jim to win the first heat by 13 seconds. The second heat again brought these two contestants to the fore. Neither would give the other an inch, it seemed, and only at the very end did Widegren, in his I'm Alone, succeed in proving that fact by slipping over the line a bare half-second winner. Overton won the championship, however, having made the best time during the first heat.

In the Class E, Division 2 event, Julian L. Williams of Norwich, Conn., using a Johnson motor on his Wasp II, won the championship despite the fact that he was the fourth man to finish. The first three drivers were disqualified for beating the gun. F. W. Myers of Alston, Mass., took second place with his Baby Whale and Jake Dunnell drove his Flash over the line one second later in third position.

It remained for the ladies to provide the closest race of the day. In the Class B and C unlimited for women, Miss Helen Hentschel of Whitestone, L. I., driving Vampire, and Mrs. Mildred T. Hickey of Shrewsbury, Mass., piloting Zev, raced around the course bow and bow, until it began to look as though the judges were in for an embarrassing time in determining the winner.

On the last turn, however, Miss Hentschel coaxed a few more revs from her Evinrude in a brilliant finish and dashed across the tape a bare two seconds ahead of her rival. Miss Alice Hallewell of Beechhurst, L. I., and Mrs. Betty Wallace of Newton, Mass., finished a close third and fourth. In the second heat of the ladies' race the same four contestants again competed. Miss Hentschel emerged the victor for the second time, again beating Mrs. Hickey by a two-second margin.

The ten-mile grand unlimited free-for-all, the final event on the program, developed into one of the most strung out races witnessed this season. At the finish several boats were nearly a complete lap behind the leaders, who almost lost their identity as leaders as the field of drivers encircled the course. F. W. Myers of Alston, Mass., captured first place in his Johnson powered Baby Whale. J. E. Wilkinson of Fall River, Mass., followed him over the line six seconds later in Miss Crystal Lake, driven by a Johnson, to gain second place. Third position went to Marshall H. Eldredge of Boston, Mass.

When the time for awarding the prizes came around it was found that Marshall H. Eldredge and D. A. Haskins of Boston, were the high point winners, the former winning the individual trophy with 2,295 points. Haskins, a close second with 2,164 points to his credit, received a consolation cash prize. There were rewards in plenty for nearly everyone, it seemed—cash prizes for the first three winners in every class and division, handsome trophies, accompanied by an additional monetary award for the Intersectional Champion in each class and division, the Commodore's Cup for the individual point winner, and the Grand Intersectional Championship Trophy, a beautiful example of the cupmaker's art, which went to the New England Association for one year for having scored the most points in the meet. All the trophies were awarded at an elaborate banquet, served at Stueck's Tavern after the races.

The spirit of cooperation and willingness to help which was so prevalent among all members of the various committees was responsible, more than anything else, for creating a memory among all who attended that when Middletown stages a regatta, that regatta will be an example of perfect advance preparation and hospitable treatment as long as you're there. All things considered, the first Intersectional Championship Regatta was probably the most carefully planned regatta of the 1929 season. Hats off to Middletown—may 1930 see Phelps Ingersoll and his loyal crew again in action!

WINNERS OF EVENTS AT MIDDLETOWN, CONN.

Class A, Division 1—Won by Mrs. Mildred T. Hickey on total elapsed time, Hooton boat with Lockwood engine. Second, James N. Sullivan, Intersectional Class and Division Champion, Porteus boat with Lockwood engine.

Class A, Division 2—Won by Arthur Sutherland, Intersectional Champion for this class and division, Cute Craft with a Lockwood engine. Second, D. A. Haskins, with a Porteus boat, Lockwood engine. Third, Carl Mason, with a Porteus boat, Lockwood engine.

Class B, Division 1—Won by John Coleburn in a home-built boat equipped with a Johnson engine. Second, Earl R. Thomas, Intersectional Champion for this class and division, with a Cute Craft boat and Johnson engine. Third, Walter Kopke with an E. Way boat, equipped with a Johnson engine.

Class B, Division 2—Won by Al. Buffinton, Intersectional Champion for this class and division, with a Cute Craft boat equipped with a Johnson engine. Second, Carl Mason, with a Porteus boat and Johnson engine. Third, Marshall H. Eldredge, with a D. N. Kelley boat and Johnson engine.

Class C, Division 1—Won by Wallace H. Bell, Intersectional Champion for this class and division, with a Lovejoy boat equipped with an Evinrude engine. Second, Earl R. Thomas, with a Cute Craft and Johnson engine. Third, Henry B. Joy, Jr., with a Century boat and Johnson engine.

Class C, Division 2—Won by Wm. C. Schanz, Intersectional Champion for this class and division, with a D. N. Kelley boat equipped with an Evinrude engine. Second, John H. Gregory, in a Bair & Edgerton boat with an Evinrude engine. Third, E. H. Patterson, Jr., in a Thompson boat with an Evinrude engine.

Class D, Division 1—Won by Franklin Overton, Intersectional Champion for this class and division, in a Doane boat with a Johnson engine. Second, Earl D. Widegren, with a Boyd Martin boat equipped with a Johnson engine. Third, C. C. Colcord, with a Boyd Martin boat and Johnson engine.

Class D, Division 2—Won by Marshall H. Eldredge in a Kelley with a Johnson engine. Second, Lowell E. Preston, Intersectional Champion for this class and division, with a Penn Yan boat and Johnson engine. Third, Hilton Fraser, in a Boyd Martin boat, Johnson engine.

Class E, Division 2, five miles—Won by Julian L. Williams, Intersectional Champion for this class and division, with a home-built boat and Johnson engine.

Class C, Unlimited, ten miles—J. H. Ladew, Jr., in a Century boat with a Caille engine. Second, Wm. C. Schanz with a D. N. Kelley boat and Evinrude engine. Third, John H. Gregory, Bair & Edgerton boat, Evinrude engine.

Classes B & C, Unlimited (ladies' race)—Won by Helen Hentschel, with a Hodgson boat and Evinrude engine. Second, Mildred T. Hickey in a D. N. Kelley boat with an Evinrude engine. Third, Alice Hallewell with a Shark boat and Caille engine.

Grand Unlimited, 10 miles—Won by F. W. Myers, with a D. N. Kelley boat and Johnson engine. Second, J. E. Wilkinson, with a D. N. Kelley boat and Johnson engine. Third, Marshall H. Eldredge, in a D. N. Kelley boat and Johnson engine.

(Those making the fastest time in any heat were declared Intersectional Champions in their class and division.)

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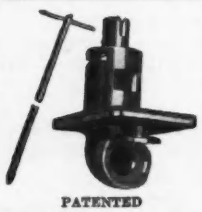
The Most Modern, Effective Bilge-Draining Device

Insures greater comfort and speed. Simple and automatic in operation. Designed for cruisers, outboards and every type of boat. Made of high-grade bronze.

Write for catalog and specify whether for inboard or outboard craft.



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ST. CLAIR IRON WORKS
ST. CLAIR, MICHIGAN
Canadian Branch: **Courtright, Ontario**
Detroit Branch: **8203 Woodward Avenue**

Record Goes to 48.40

(*Continued from page* 186)

The British International *Field* Trophy is the first gold cup to be won by the Lake Elsinore Yacht Club. This is the first time it has been competed for in the United States. The twelve-mile race, which is the distance specified in the conditions, was run under supervision of the Yachtsmen's Association of America, national authority, under the International Motor Yachting Union, acting for the Marine Motoring Association and the Permanent International Racing Committee of Great Britain.

The trophy itself is a work of Art, made in gold on a green onyx pedestal, valued at $1250.00. It was handed in trust by Sir Leister Harmsworth on behalf of the well-known journal *Field*, to the Marine Motoring Association in May, 1929. The distance was twelve nautical miles of 6,080 feet.

The trophy will be presented to the Lake Elsinore Yacht Club by the National Authority which is the Yachtsmen's Association of America, not later than Oct. 31.

The winner, H. G. Ferguson, will receive a placque as will also John A. Bendowski, who placed second in Miss Hupmobile. The trophy will remain in Elsinore until it is challenged for and won by a member of another club on our waters.

It is perpetual and remains the property of *Field*, held in trust by the Marine Motoring Association.

RESUME OF THE RECORDS

These Records have been accredited by the A. P. B. A. as Official American Nautical records.

Class B. Bill Lyon in Baby Brontosaurus II, average speed 36.18 m.p.h.
Class C. Al. Thomson, in Black Maria V, average 37.05 m.p.h.
Class D. H. G. Ferguson, in Blue Streak, average 41.53 m.p.h.
Also a Division II record made by A. G. Martin in Salome, averaging 36.06 m.p.h.

American Records, One Statute Mile Trials, Average Six Runs

Class B, Div. I, Bill Lyon in Baby Brontosaurus, average 42.33 m.p.h.
Class B, Div. II, H. G. Ferguson, in Blue Streak, average 42.37 m.p.h.
Class C, Div. I, Miss Mildred Milde in Black Maria V, average 43.71 m.p.h.
Class C, Div. II, Al. Thomson in Black Maria V, average 43.19 m.p.h.
Class D, Div. I, Bill Lyon in Baby Bront, average 46.90 m.p.h.
Class D, Div. II, H. G. Ferguson in Blue Streak, average 48.40 m.p.h.

British International FIELD Trophy Results
(*12 Nautical Miles*)

1. Blue Streak IV, H. C. Ferguson, speed 34.89 m.p.h.
2. Miss Hupmobile, John A. Bendowski, speed 33.58 m.p.h.
3. Crandall Comet, Chas. Holt, speed 31.69 m.p.h.
4. Red Wing, Morris Hart.
5. Miss Long Beach, C. E. Smith.
6. Black Maria, Al. Thomson. D. N. F.

Sixteen records were broken in the two days' racing; it took from nine o'clock Sunday until four P.M. Monday to run the time trials.

The record making motors were minutely inspected, measured and reciprocating parts weighed and all found to be strictly stock.

JOE JINKS—OUTBOARDER

Vic Forsythe, noted cartoonist, has not only joined the ranks of outboard fans but has also drawn his famous character, Joe Jinks, into the sport with him. Vic's comics are released through the New York World's syndicate to Sunday papers throughout the world. Undoubtedly thousands of outboard enthusiasts are eagerly awaiting the time when Joe joins the ranks of Hell Divers. Mr. Forsythe, who lives at Alhambra, Cal., has been supplied with a list of humorous happenings commonly associated with outboarding to assist Joe on his putt-putting way.

AMERICAN SPEED BOATS FOR FIRTH OF FORTH

The increasing popularity of motor boating in this district is evidenced in the fact that licenses have recently been granted to speed boats to ply for hire at coast resorts, and at seaside suburbs of Edinburgh. Three at least of these speed boats are known to be of American manufacture. They are inboard engined speed boats which will be equipped with 106 h. p. engines, have a speed of 35 knots, and will carry eight or nine passengers.

It is understood that a condition attaching to the license is that the boats are not to operate at full speed within a quarter of a mile of the shore, so that small boats may not be interfered with.

Advertising index will be found on 3rd last page

Balubricoted Ludington Fastest In Eastern Championship Races!

Your Boat Can't Do Her Best Without

BALUBRICOTE

THE BOTTOM COAT for FASTER BOATS
Cuts Down Water Resistance! Easy to Apply and Good for a Season!
Recommended by 15 A.P.B.A. Championship Winners
Ask your Dealer for BALUBRICOTE, or Order Direct from Makers—Quart, $2.00
BAHL CHEMICAL CO., 194 Elm St., Fall River, Mass.

FAIRCHILD OUTBOARD BOATS

Outboard cruisers, family runabouts and racing hulls. New low prices now effective.

Write for details

FAIRCHILD BOATS, Inc.
37 West 43rd Street New York City

ABSOLUTE SAFETY

Only Kapok filled life preserver used on U. S. transports during World War

You can't sink while wearing a Kapo Coast Guard Jacket—4 times more buoyant than cork, yet soft and yielding to wear. Windproof, warm. Made according to Government specifications and approved U. S. Steamboat Inspector. Worn by Byrd, Chamberlin, and other successful transatlantic fliers. Removable Celbasilk inner padding. Has two pockets.

Specify O. D. or white. One size, easily adjustable from 36" to 44", price $13.00. Catalog free.

KAPO Products Co.
Dept. M, 76-80 Traverse St., Boston, Mass.

If you just can't wait
for the Motor Boat Show
OUR NEW FISHING BOAT
Is Ready for Your Inspection Now.
Outboard Motor Headquarters
BRUNO BECKHARD
Flushing Bridge Flushing, N. Y.

Repair parts for all motors

$98
F. O. B. FACTORY

THE REAL SPORT OF OUTBOARD MOTOR BOATING IS TO BUILD YOUR OWN BOAT

The famous Bossert Pirate Kid may be bought unassembled and built by any amateur—any boy with only ordinary knowledge of every-day tools can build one.

This is the boat that is breaking all records with B, C, and D motors.

World's Champions such as Malcolm Pope, Jack Kerr and many others are now driving Bossert Pirate Kids in all their stunts and races. They know good boats when they see them.

Walter Peterssen built his own boat and has won many big races as well as broken records in time trials in the boat he built himself.

Ask Pop to let you build your own—a lot of fun and you surely will like it much better than if you bought your boat all completed.

Many boys have already built their own Bossert Pirate Kid—A wonderful model.

The price is $98.00 F.O.B. factory and the freight will average less than $5.00 most any place in the U. S. Send in your order now.

You can also earn one of these boats for nothing for after you purchase your boat you are listed with us as an agent and then from every order you get for us you receive a bonus of 10% so you see if you are able to induce only 10 other boys to join you, you get your own boat free.

Write now for order blank and further particulars.

LOUIS BOSSERT & SONS, INC.
1301 GRAND STREET BROOKLYN, N. Y.

Get Your Copy

Outboard Rules
and
How to Run an Outboard Regatta

Price 25 cents

MoToR BoatinG
959—8th Avenue, N. Y. City

HOOTONS AGAIN!

"Won national championship and established new national time trial record class E at Peoria, Ill., in Hooton Wildcat, the perfect boat. Congratulations.—F. E. LUDOLPH."

Hooton owners not only win races; they LIKE their boats,—sturdy hulls which go thru a whole season's rough use and are still sound and true. The present Hooton models are just right for 1930, and will not be changed.

GORDON B. HOOTON 505 GRANDVILLE AVE. GRAND RAPIDS, MICH.

RAJAH Solderless Terminals with Bakelite Ferrules

Your Two Hands Are

The Only Tools You Need

No Solder - No Trouble Instantly Attached or Detached

Fit Any Spark-Plug Last a Lifetime

THE RAJAH COMPANY
BLOOMFIELD, NEW JERSEY

TRADE MARK
WOLF'S HEAD OIL
WOLVERINE · LUBRICANTS · COMPANY · INC.

A Revelation in Lubrication

BRANFORD
NEW TYPE CONTROLS
FOR
JOHNSON and ELTO

ESTABLISH A NEW STANDARD OF
OUTBOARD MOTOR PERFORMANCE
THE MALLEABLE IRON FITTINGS CO., BRANFORD, CONN.
Eastern Distributors: E. J. Willis Co., 85 Chambers St., New York City

Outboard Champions Break Records

(*Continued from page* 181)

port Beach, California, made a good start and soon took the lead which he held for the entire 5 miles. Mr. Frey, the winner of the first heat, finished in fifth position.

Class C produced a field of 30 odd starters and every inch of each heat was a real race. J. T. Milliken of St. Louis took the first heat beating Carl Koeffler to the finish line by one second. The winner's speed was 36.072 miles per hour. Mr. Koeffler took the second heat as J. T. Milliken made a poor start, seventh place being the best he could finish.

In Class D, there were 51 entries representing the cream of American outboard drivers. Everyone was a champion and not alone in his own opinion either. The start of this class with this field of Class D engines roaring down toward the starting line could not be described. There has never been anything like it before in the history of motor boat racing. Miss America running at nearly a hundred miles an hour is a grand sight, but it would be decidedly tame compared with this start. How this field could get around the first turning buoy with so few casualties is beyond understanding. The few boats that did upset at this point mistook the location of the buoy and had to return and make a hairpin turn which was disastrous at the speed they were going.

Dick Upsall, driving No Foolin, was first home at a speed of 42.333 miles per hour. He led the next boat, Rowdy IV by 6 seconds. Horse Fly driven by Ben Koler was one second astern, then came Marshall Eldredge driving Baby Whale, another second back. From then on boats came in at second and half-second intervals until a total of 29 boats crossed the finish line. The remaining 20 boats had come to grief or given up considering the pace as too fast.

The second heat of Class D was even more thrilling than the first. It took about a dozen false starts before the drivers would stay astern of the pole boat. But when they did get away, oh my! The water was like glass and it looked as though the first ten leaders would break the American record for Class D. Marshall Eldredge of Boston, driving a Johnson powered Baby Whale, began to make a bid for leadership soon after the start. One by one he passed those boats ahead of him until he was out in front, finishing the 5 miles in 6 minutes, 43 seconds which is at the rate of 44.654 miles per hour, a new American record for this class and distance. This is also the fastest speed that an outboard, irrespective of class or distance, has ever been driven in competition.

Class E was rather uninteresting, there being only six starters. The winner was Wild Cat owned and driven by F. E. Ludolph of Chicago.

A complete summary will be found on page 196.

THE MONTH WITH THE OUTBOARDS

(*Continued from page* 194)

lee up, won the two and one-half mile free-for-all which determined the lake championship in 3:25. Miss Hot Springs, former champion hull, was second—3:37 and Miss Knox trailed in third money with the time of 3:47.

The races were conducted under the austere management of E. M. Brinkman, R. J. Schmaehman and James Knox, the latter a prominent sportsman from El Paso, Texas.

From the enthusiasm evinced those prominent in Butte Lake outboarding anticipate much future racing with proper sanctioning and purses that should attract some of the crack drivers from the Pacific Coast and the Gulf.

TWO NEW A.P.B.A. MEMBERS

At a recent election two new outboard clubs were welcomed into membership in the American Power Boat Association. One of these is the Troy Motor Boat and Canoe Club of 728 Third Avenue, Troy, New York and the other is the Midget Squadron of Jamaica Bay, 1647 East 46th Street, Brooklyn, N. Y.

Advertising index will be found on 3rd last page

Boyd-Martin "WHY NOT?"

Winner of Classes D & E at Red Bank New Jersey

Boyd-Martin *side stabilizers* make the "WHY NOT?" seaworthy beyond comparison. Banks and turns are taken with a degree of speed, ease and safety hitherto unknown.

Write for specifications on this and other Boyd-Martin racing and family boats, also for name of the nearest dealer.

BOYD MARTIN BOAT CO.
1070 Lee Street Delphi, Ind.

—BOYD MARTIN—

CAPE COD BOATS

Before purchasing send for our complete catalogue and low price

CAPE COD BABY KNOCKABOUT
This model is brought out to meet the demand of various yacht clubs and individuals, a number of yacht clubs having adopted this boat as a standard racing class. Some clubs have fleet of 30 boats. All Cape Cod boats are standardized built.

POWER DORIES AND LAUNCHES
20 foot Motor Dories. Safest sea-going family boat built.
20 foot Runabout. Four cycle, four cylinder engine. A beautiful job.

ROWBOATS
10, 12, 14 feet long. Of various models. Strong, well-built and safe.

OUTBOARD MOTORBOATS
Various models for high speed, general utility and sea-going.

Cape Cod Ship Building Corporation

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Export Office, 25 Broadway, New York City
Branch Office, 18 Tremont Street, Boston, Mass.

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The National Magazine of Motor Boating
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MoToR BoatinG is recognized throughout the boating world as the finest marine magazine published. It is the most expensively edited magazine in the field. No amount of money or effort is spared to give you the latest news and the best features that can be produced.

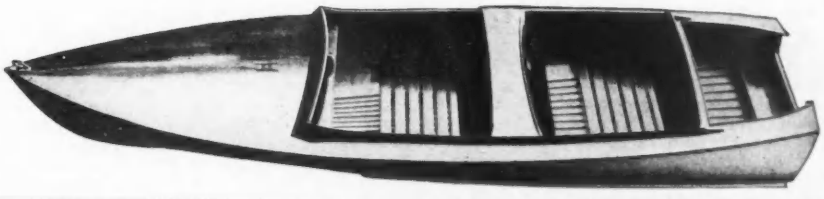
MoToR BoatinG, 57th St. at 8th Ave., New York, N. Y.

HARPOON

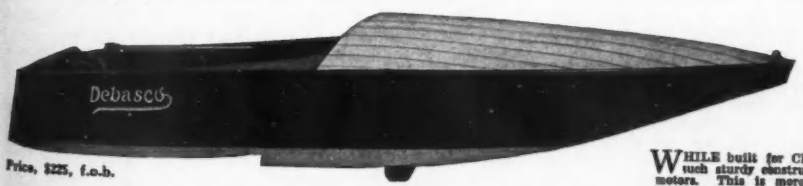
16 x 4½ ft. — $345.00

A fast, able runabout designed by a naval architect of recognized standing.

GEORGE F. CROUCH, INC.
MIDDLETOWN, CONN.



DEBASCO JUNIOR — *New Class B Racer*



Price, $225, f.o.b.

Length, 16 ft.; Beam, 48 in.; Weight, 115 lbs.; Transom, one-piece Philippine Mahogany. Sides, one-piece Philippine Mahogany. Bottom, Philippine Mahogany—battened. Frames, spruce. Decking, highest grade blue and gold Fabrikoid. Fastening, copper rivets, brass screws, brass rods, and mahogany knees. Finished with several coats of Valspar Varnish.

Companion Boat to the Famous DEBASCO CHAMPION

WHILE built for Class B racing the DEBASCO JUNIOR is of such sturdy construction that it will carry with ease the larger motors. This is more than a one season boat. The bottom has been so designed and the step so arranged that the boat planes with ease and while planing only a very small portion of the bottom is in the water, eliminating resistance. We predict new records with this boat.

Write today for full particulars and ask about our Easy Time Payment Plan.

DELAWARE BAY SHIPBUILDING CO., Inc., Custom Yacht Building, Leesburg, N. J.

OUTBOARD NOTES

HERBST BOATS GAIN NEW VICTORIES

Herbst boats continue to demonstrate their superiority in speed and endurance as racing craft by winning victories at recent regattas in all parts of the country. At the New England Championship Races held at Wollaston, Mass., on September 7, third place in Class A. Division I, was won by J. L. Sullivan of Boston, driving a Herbst A Special, Lockwood powered. At the same regatta two first places were also taken by Herbst craft. J. E. Wilkinson of Boston piloted his Herbst B Special, Miss Atlantic, to victory in Class A, Division II, using a Lockwood Motor. In Class B, Division I, first place was taken by a Johnson-powered Herbst A Special, driven by E. R. Dority of Boston.

Then again at the President's Cup Regatta held at Washington, D. C., September 13 and 14, Herbst boats placed first, second and third in three of the events. Seahorses, a Herbst B Special, driven by Gene Pickard of Wilmington, North Carolina, using a Johnson motor, succeeded in taking first place in Class B, Division II. Julius T. Herbst, driving one of his own Special B boats with a Johnson motor, took third place in the same event, while second place in Class C, Division II, was annexed by Tar Baby, also driven by Herbst himself. It is interesting to note that all records in Class A are held by Herbst racing craft as well as championships in Classes B and C.

FOUR JOHNSON MANAGERS APPOINTED

In their program of developing sales activities during the 1930 season the Johnson Motor Company announces the appointment of four new field sales managers. F. G. Woodside has been chosen to direct the sales work of the middle west section, G. A. Babst, the southern district, J. H. Heist will take care of the eastern division and C. S. Wayman will be in charge of the western section.

Mr. Woodside has an extensive background of selling experience in the automobile field and recently held a position similar to his new capacity with the Cole Manufacturing Company of Chicago. Mr. Babst comes to Johnson with a broad sales and promotion experience, having been employed at various times with the Skelly Oil Company, Chevrolet Motor Company, Willys-Overland and Durant. Mr. Heist was recently a member of the Field Merchandising Staff of Cramer-Krasselt, Inc., advertising agency, and was formerly Sales and Advertising Manager of the Wheary Trunk Company. Mr. Wayman has already been employed by the Johnson Company, having represented the company for two years, in Texas and Oklahom in 1928 and in New York State in 1929. Prior to this he was associated with the Diamond T Motor Car Company and at an earlier date acted in the capacity of Assistant Manager of the National Aniline and Chemical Company's Japan office for nine years.

EMPIRE MARATHON ANNOUNCED

Announcement is made by the Penn Valley Refining Company of Middletown, Boston, Worcester and Providence of the Empire Grand Free-For-All 200-Mile Marathon Outboard Race to be held some time between June 1 and September 1, 1930. The exact time and place of the competition has not as yet been determined upon but these details will be announced later.

All drivers who started in any class event at Boston October 4 and 5 are eligible to compete in the marathon. As for the type of boat and engine to be used in the race, any outboard boat built before October 4, 1929, and any engine of any model which was on sale or in use prior to October 4, 1929, can be used.

Any driver registered in compliance with the above requirements is permitted fifteen days before the date of the race to designate any other person in his place provided that person has started in at least five races during 1929. Five generous cash prizes have been posted, two hundred and fifty dollars constituting the first prize. If ten boats start, five are to win; if eight boats start, four will win; six boats, three winners; four boats, two winners; and two boats, one winner.

EVINRUDE WINS SANDUSKY-CLEVELAND MARATHON

Evinrude's brilliant record of victory after victory in the great marathon races of the year, is further enlarged by the winning of the Cleveland-Sandusky Marathon, a 66-mile marathon held on the open waters of Lake Erie. Louis Heupel, driving a Speeditwin-powered Acme Wasp, was the Free-for-all winner of the race, driving a Class C motor. Heupel's time was one hour fifty-five minutes and twenty-eight seconds, and in winning the race, bettered the time of all the four-cylinder motors entered, and all competitive makes. Evinrude's performance in this race was nothing short of remarkable, since the winner of third place in the Free-for-all Class was also an Evinrude, and the best time made for the day was set by Earl Boyer, later disqualified because of failure to pull into port, when he failed to see the red flag.

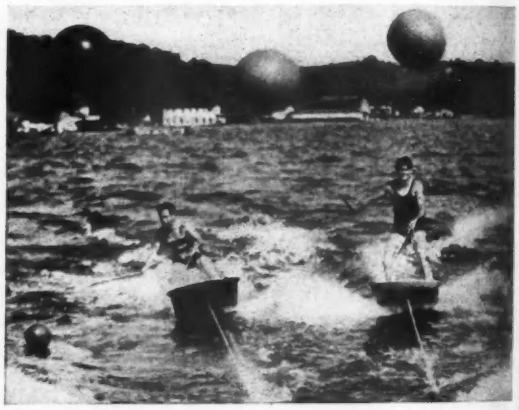
BALLOON BUSTING—A NEW OUTBOARD GAME

Ever seeking outboarding novelties in our own little way, we were privileged this summer in joining up with the famous Pope stunting family, who did Lake Hopatcong, N. J., the honor of making it their summer headquarters.

We had, of course, always enjoyed racing outboards, but found this could be such a serious business that we more than welcomed the relaxation we got from discovering how our boats could be used for play and pleasure.

Aquaplaning behind a fast inboard boat, wide open, turning and twisting, crossing the wake of other fast boats, we had tried and thought we knew the utmost in thrills. We found, however, we hadn't done nothin' until we tried it behind a Bossert family hydroplane propelled by a fast four cylinder outboard motor. How we did ride, fast turns where the board banked at a seemingly impossible angle, then fairly flew around in glorious sideslip and caught right up to the boat towing it. Quite a few of us who thought we knew our aquaplaning found out we hadn't advanced much beyond the kindergarden class.

The newsreel people have an insatiable appetite for innovations, so Dick Pope's fertile mind soon invented a new sport which provided so much fun both for the spectators and participants in the game, that we've spent many an enjoyable afternoon since we contented the hard-to-please movie camera.



Balloon busting—a new outboard game. The contestants ride aquaplanes and spear balloons

Dick calls his game Balloon Busting.

He lined up his sturdy Bossert fleet, Pirate Prince, Pirate, Jr., and Sea Horse Sam, each towing an aquaplane and rider. The boats had, in addition to their drivers, fair passengers who at regular intervals released an air filled balloon. The aquaplane riders were armed with a five-foot wooden lance which had a needle inserted in the business end. They endeavored to spear as many of the elusive orbs as possible in a given length of time. With, of course, only one hand on the aquaplane reins and slipping the board from port to starboard (which an experienced rider can do without the tow boat turning) we produced gyrations and spectacular effects, such as we never before knew existed. There was the occasional inevitable spill, which only added to the enjoyment.

The sport is an inexpensive one, as the balloons in quantity lots cost only a few cents each and the pleasure derived from it more than compensates for the small expenditure.

The happy crowd who played with us included Muriel Solomon, Isobel Stevens, Eleanor Rockfeller, Henry Joy, Dick Dow, Freddie Roth, Jack Brockley, Jack Kerr, Carver Harris and, of course, Dick and Malcolm Pope.

HIGH SPEED TACHOMETERS

To meet the requirements of some of the very high speed outboard engines recently produced, the AC Spark Plug Company is increasing the range of its outboard tachometers to 8,000 r.p.m., which will take care of any engine now in the field, an AC engineering bulletin states.

As requirements for more than 6,000 r.p.m. are rare, instruments at present in the field are entirely satisfactory for all except the very latest extremely high speed engines such as the Caille Flash and Streak, Johnson Seahorse 32, and Elco Hi-Speed Speedster.

The
Outboard Motor Boat Book

MoToR BoatinG's

IDEAL SERIES—VOL. X

Plans, Specifications and Building Instructions for Over 30 Craft of Various Types and Sizes Suitable for Powering with Outboard Motors

THIS is the book which everyone has been waiting for. The scope of the craft, plans, specifications and building instructions which are printed in this volume, is very broad. Everything is included from the smallest rowing dinghy suitable for a Class A Outboard Motor up to the fastest Class C racing hydroplanes. Plans of some of the outboard racing boats which have established world's records are included. All of the boats are easy for the amateur or novice to build. If you wish to use the boat on the seaboard or inland waters or on some lake or smaller body of water you will find a design which is suitable. If you are partial to sail and use the outboard as an auxiliary to get home with should the wind fail, you will find a number of designs of these boats, too. The plans and designs are particularly clear and easy to understand and no previous knowledge of boat building is necessary to turn out a successful boat. You should not fail to have a copy of this book.

A complete summary of the contents of Volume X follows:

Contents of

THE OUTBOARD MOTOR BOAT BOOK

Skipper, 8-Foot Pram Type Outboard Boat
Baby Stepper, 14-Foot Class C Racing Hydroplane
Apple Sauce, 10-Foot Racing Hydroplane
Toto, 16-Foot Stepless Outboard Boat
Jazz Bug, 12-Foot Hydroplane
Pirate, a 39-inch Model Sloop
A 12-Foot Dinghy
Buster, 12-Foot Sailing Dinghy
Smarty, 14-Foot Outboard Sailing Utility Boat
Jan, 9-Foot by 3-Foot Sailing and Outboard Boat
Snapper, 12-Foot Round Bottom Sailing Dinghy
Whiz, 13'6" Hydroplane
Sue, 15-Foot Motor Skiff
Whiz, 16-Foot Baby Buzz Outboard Speedster
Transco, 18-Foot Outboard Runabout
Sharpie, 9-Foot Flat Bottom Dinghy
Kingfisher, 14-Foot Fishing Skiff
Canvasback, Outboard Canoe
Gannet, 12-Foot Sailing Skiff
Green Diamond, 12-Foot Outboard Hydroplane
Nonpareil, 14-Foot Outboard Cruiser
Sea Shell, 17-Foot Service Boat
Marybelle, 14-Foot Runabout
Flattie, 16-Foot Utility Boat
Edith, 15-Foot Vee Bottom Boat
A 10-Foot Scow Type Boat
Rinky-Dink, Seven Feet of Boat
Handy-Andy, an 8-Foot Sailing Dinghy
Carryme, a Utility Dink
Takapart, a Folding Punt
Anabelle, The Dink for Aragon II
Nymph, a 10-Foot Sailing Dinghy
Dancer, a 12-Foot Dink
Scandal, 14-Foot Outboard Motored Boat
Pixie, a V-Bottom Row Boat
Gozo, 16-Foot Auxiliary Sloop

Send for circular describing all of MoToR BoatinG's books on motor boat building, operation and navigation.

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57th Street at Eighth Ave., New York City, N. Y.

a RECORD *of* ENDURANCE *by* CAILLE

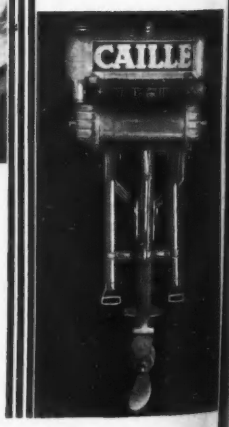
Refuelling in mid-lake! To achieve Caille's record-shattering endurance performance the motor had to be refuelled while the boat was in motion. In rough water, passing the gasoline can was difficult work.

A REAL TEST AND ACHIEVEMENT BY AMERICA'S FOREMOST BUILDER OF DEPENDABLE OUTBOARD MOTORS

C. R. Clark and Von Saur, plucky pilots of the Caille powered boat which ra for 98 hours and 42 minute without stopping, at Lak Winona, Winona, Minn.

98 HRS. 42 MIN.

RUNNING TIME...MOTOR STILL PERFECT



Replica of the Caille Co modore Model 32 which m the breath-taking endu ance record. After 98 hou and 42 minutes of contin ous performance the mo was still in perfect runni order.

Here's a record for endurance, stamina and dependability which is nothing short of phenomenal. 98 hours and 42 minutes of constant running—and never a single miss. Think of it. *Four days and four nights of continuous operation*—and the motor functioning as perfectly at the finish as at the start. This Caille record is very significant to every outboard motor enthusiast. It shows that Caille has the extra stamina to withstand the most gruelling service to which you can subject it—and still be ready and fit for more such service. You may never want to put your Caille to a comparable test—but it's fine to know Caille endurance is behind you—and that whatever the emergency *you can depend upon your Caille* to come through 100%.

CAILLE MOTOR COMPANY
6210 Second Blvd., Detroit, Mich.

Advertising index will be found on 3rd last page

STANNUS PROPELLERS still SUPREME

2 More Records Made by using Stannus Wheels

H. G. Ferguson on October 6th at Balboa, Cal., drove his Blue Streak in six one mile trials at an average speed of 48.40 m.p.h. *This is the fastest speed ever made by any outboard.*

M. Eldredge on October 13th, at Peoria, Ill., drove his Baby Whale to a record in competition of 44.654 M.P.H.

M. Eldredge, on October 13th, at Peoria, Ill., drove his Baby Whale in six one mile trials at an average speed of 46.767 M.P.H.

This is the fastest time ever made in fresh water.

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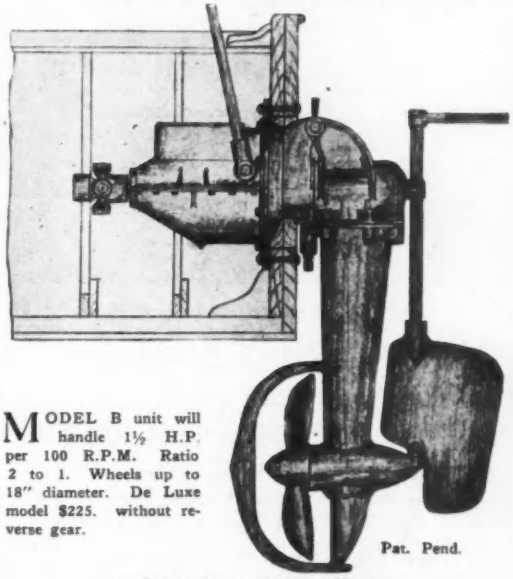

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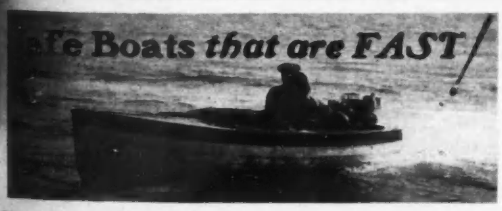

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Outboard Notes

OUTBOARD RECORD SET AT 47.36

On September 29 outboard motor championships of the Long Island racing squadrons as staged at Bayville, Long Island, under the auspices of the Bayville Aquatic Club on Oyster Bay Harbor, Earl Widegren of Locust Valley, Long Island, veteran driver and winner of the Albany (N. Y.) Marathon last year, drove his I'm Alone, powered with a Johnson motor, to a new American outboard record in the closing ten-mile free-for-all at the remarkable speed of 47.36 miles per hour. Several hundred spectators witnessed the regatta.

Widegren's outfit had not been tuned up since he competed some time ago in the Middletown regatta. On the first lap of the two and a half mile course in the free-for-all he soon established a safe leading margin, with Harold Chapman of East Moriches, Long Island, in his Johnsonpowered Big Ben not very far behind. Interest in this exciting contest was heightened by the fact that many of the spectators knew that in a grea many races earlier in he season Chapman had succeeded in overhauling his competitors at the last moment in a thrilling finish, and many predicted a similar ending in this case. However, Widegren maintained his lead and Chapman's elapsed time was eleven seconds greater than Widegren's, who completed the ten-mile course in twelve minutes and forty-two seconds. Behind Chapman in third place was Donald Flowers of Oyster Bay, Long Island, driving his Evinrude-powered Flower's Falcon. His elapsed time was fifteen minutes, ten seconds.

In the opening event, which was a five-mile race for Class B boats, Howard Stanley of Lynbrook, Long Island, came home the winner in his Caille-powered Stan with an elapsed time of eight minutes and nine seconds. One hundred yards behind him Miss Alice Hallowell of Manhasset, Long Island, finished second with Queen B, also Caille-powered. In the second heat of Class B, Stanley suffered the misfortune of having his motor go dead at the starting line and he was unable even to make a start. In this heat Edward Hauptner of City Island crossed the line first in Wee Minneford, his time being eight minutes, twelve and a half seconds. A. Klessick of Amityville in a Caille-powered Hooton finished second.

B and C motors competed in the regular events while Class B motors were permitted only in the free-for-all. In the first heat of Class C, Elwin Benjamin of Roslyn finished first and B. Flowers of Bayville, second. Benjamin was driving his Evinrude-powered Question Mark and completed the course in nine minutes and thirty-two seconds. Flower's craft Whinn was powered with an Evinrude motor. In the second heat of Class C, Benjamin suffered a misfortune practically as bad as that of Stanley in the B race. Benjamin turned over on the first lap of the second heat, thereby forfeiting his opportunity to be among the first three winners of the two heats on a point score. Flowers took this heat with a time of seven minutes, twenty-eight seconds.

The summaries follow:

Event No. 1—Class B, Divisions 1 and 2—First heat, 2 laps, 5 miles—Won by Stan, Caille motor, driven by Howard Stanley, Lynbrook, L. I.; 8:09; second, Queen Bee, Caille motor, driven by Miss Alice Hallowell, Manhasset, L. I.; 8:17; third, Hooton, Caille motor, driven by A. Klesick, Amityville, L. I.; 8:50.

Event No. 2—Class B, Divisions 1 and 2—Second heat, 2 laps, 5 miles—Won by Wee Minneford, Johnson motor, driven by Edward Hauptner, City Island; 8:12½; second, Hooton, Caille motor, driven by A. Klesick, Amityville, L. I.; 8:32; third, Edith, Caille motor, driven by Charles Davis, Bayville, L. I.; 9:17. Total Class B points— Edward Hauptner, 689; A. Klesick, 685; Charles Davis, 580.

Event No. 3—Class C, Divisions 1 and 2—First heat, 2 laps, 5 miles—Won by Question Mark, Evinrude motor, driven by Elwin Benjamin, Roslyn, L. I.; 7:38; second, Whinn, Evinrude motor, driven by B. Flowers, Bayville, L. I.; 7:52; third, Miss Glencove, Evinrude motor, driven by John Gregory, Bayville, L. I.; 8:01.

Event No. 4—Class C, Divisions 1 and 2—Second heat, 2 laps, 5 miles—Won by Flowers's Falcon, Evinrude motor, driven by Donald Flowers, Oyster Bay, L. I.; 7:28; second, Ja-Da, Evinrude motor, driven by A. Davis, Bayville, L. I.; 7:38; third, Whinn, Evinrude motor, driven by B. Flowers, Bayville, L. I.; 7:42. Total Class C points—Donald Flowers, 689; B. Flowers, 685; A. Davis, 586.

Event No. 5—Free-for-All, 10 miles—Won by I'm Alone, Johnson motor, driven by Earl Widegren, Locust Valley, L. I.; 12:42; miles per hour 47.36; second, Big Ben, Johnson motor, driven by Harold Chapman, East Moriches, L. I.; 12:53; third, Flowers's Falcon, Evinrude motor, driven by Donald Flowers, Oyster Bay, L. I.; 15:10.

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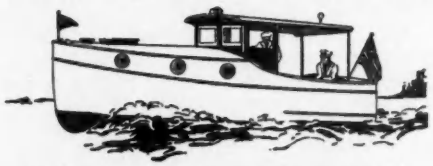

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Five Records at Elsinore

Five new records were made at Elsinore in the Southern California Outboard Association preliminaries to the International Time Trials and British Field trophy staged at Newport Bay, Balboa, Oct. 6.

H. G. Ferguson driving Dr. Baughman's famous Blue Streak IV covered the five miles in competition at a 39.47 clip, thus raising the speed record from 36.45 m.p.h. he also raised the Class D record for 10 miles from 40.04 to 44.11 m.p.h. and the same class for five miles from 41.68 to 43.90 m.p.h.

Al. Thomson, winner of the Lorimer trophy, driving a boat he built to suit his own requirements, sped over the five miles at the record speed of 41.43 m.p.h. which is three miles faster than the previous highest mark, for a Class C, Div. II equipment.

The fifth record to collapse was the Class C, Div. I made by B. H. Martin driving his Salome with a Class B motor and averaging 39.77 m.p.h. for the ten-mile distance, which is nearly ten miles faster than the old mark. Thus in every event at this regatta on Lake Elsinore, September 22 a record fell before the fast and furious Western pilots. The Johnson Sea Horses took all except the Class C five miles, which was taken by the new two pot Evinrude job.

The weather was ideal which conspired with fast hulls and motors, to say naught of expert pilots, to make this one of the most disastrous for existing American records.

Commodore O. K. Hunsaker officiated as starter, Commodore David Mackay as referee and Commodore A. L. Bobrick was here in time to inspect the record-breaking motors, arriving from New York an hour before the scheduled hour of inspection.

The first event of the great day was the five-mile class B, Div. II first heat. There were twelve starters in this heat and ten in the second; both were won by Blue Streak IV, in the hands of the intrepid H. G. Ferguson, just returned from the disappointing meet at Detroit, whose smile returned as his streak fairly bounded over the fast and gently rippled Elsinore water. Only once in this first heat did he come near a wing-ding, as a morning breeze sprang up for a few short moments, and made his light hull stand up on its transom for a few tense seconds on the turn.

The second race called was the Class C, Div. II event with eleven starters. In this event the Evinrude new two-carburetor job came into its own. Black Maria driven by the veteran Al. Thomson was the winner both heats with Blue Streak a good second driving the B motor.

Next came the Class D, Div. II race with seven starters. This was a battle royal of Johnson Sea Horses, only that each horse was equal to 32 horse-power. Blue Streak IV won both heats and boosted the record over two miles an hour. Commodore Murphy of Coachella, a Salton Sea salt, ran a fine second in his Shamrock.

Six contenders crossed the line in the Class C, Div. I event for ten miles and in both heats Salome showed her superiority in the hands of her able driver, B. H. Martin, who made the greatest boost of any in the day's racing, raising the American record from 30.74 to 39.77 m.p.h.

The ten-mile Class D event was won in much the same manner as the five mile by H. G. Ferguson in Blue Streak IV when he bettered the existing record by over four miles an hour showing the way home to seven other entrants.

The only mishap of the ideal day was the nasty spill experienced by Miss Mildred Milde driving her Wild Oats which seemed to get too wild for her to control and as on Labor Day, when a sure winner and record breaker, she did the identical wing-ding on the straightaway; it was noted by close observers that the accident was due to a faulty hook-up in the tiller cable, which when her motor kicked slightly forward caused the motor to turn sharply and throw her over. Outside of a tooth cut on her lip and a leg bruise, she was unhurt and able to paddle ashore with a smile, after being taken out of the water.

This day's performance singled out Ferguson in Blue Streak as the logical representative of the Southern California Outboard Association to go East to the National Events at Peoria, Ill. and also to contend for the international honors and the British Field Trophy at Balboa, California, October 6.

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Chart No. 13—Lake Erie, Eastern End—Part 1
Chart No. 14—Lake Erie, Western End—Part 2
Chart No. 15—Hudson River, New York to Kingston
Chart No. 16—Lake Champlain, Whitehall to Rouses Point
Chart No. 17—The New York State Barge Canal System
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Chart No. 20—Cape Cod Bay, Massachusetts
Chart No. 21—Coast of Maine, Monhegan to Isle Au Haut
Chart No. 22—Chesapeake Bay, Cove Point to Smith Point—Part 3
Chart No. 23—Biscayne Bay, Florida
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Chart No. 28—New Jersey Coast, Little Egg Inlet to Bayhead
Chart No. 29—New Jersey Coast, Bayhead to New York Harbor
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Chart No. 36—Albemarle Sound, North Carolina
Chart No. 37—Pamlico Sound, North Carolina
Chart No. 38—North Carolina Coast, Core Sound to New River Inlet
Chart No. 39—Carolina Coast, From Cape Fear to Winyah Bay
Chart No. 40—South Carolina Coast, From Winyah Bay to St. Helena Sound.
Chart No. 41—Georgia Coast, From St. Helena to Doboy Sound
Chart No. 42—Lake Michigan, Southern Part
Chart No. 43—Lake Michigan, Northern Part
Chart No. 44—Lakes Michigan and Huron
Chart No. 45—Lake Huron
Chart No. 46—Coast of Georgia
Chart No. 47—Florida Coast
Chart No. 48—Florida—Cape Canaveral to Miami
Chart No. 49—Lake Ontario, Western Part
Chart No. 50—Lake Ontario, Eastern Part
Chart No. 51—Nantucket Sound
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Chart No. 54—Boston to Eastport
Chart No. 55—Trent Waterway, Ontario
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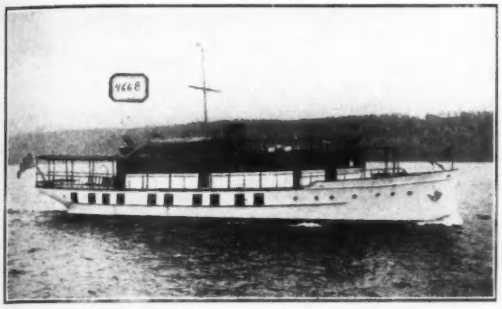
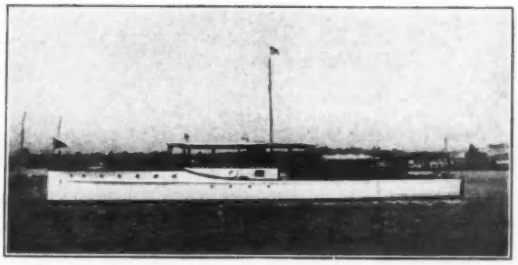
Corner 43rd Street

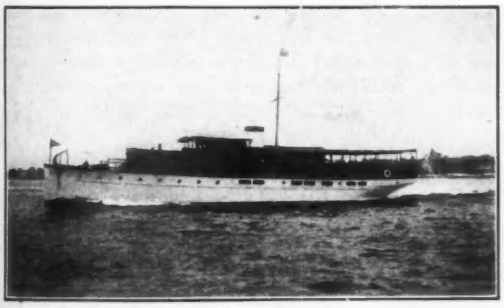
FLORIDA OFFICE—Care Curtis-Wright Flying Service, Everglades Hotel, corner Biscayne Blvd., and Northeast Third Street, Miami.. Telephone connection.



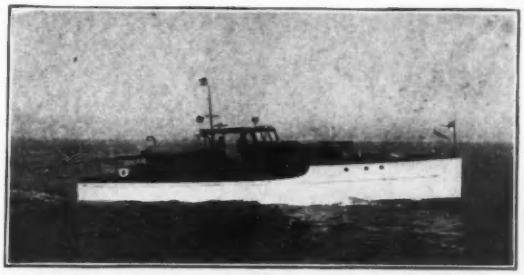
No. 4668—FOR SALE—Modern Twin-screw cruising power houseboat designed by us and built by Lawley in 1925. Length overall 95', beam 20', draft 4'6". Two 6 cylinder 125 H.P. Winton gasoline engines. Exceptionally roomy accommodations consisting of five staterooms, three baths in addition to a continuous deckhouse containing dining saloon, pantry and living room. Unusually large deckspace. Has inside passageway from dining saloon to living room. Attractively fitted and furnished. Offered account recent death of Owner. Price and further particulars from Cox & Stevens, Inc., 521 Fifth Ave., New York City.



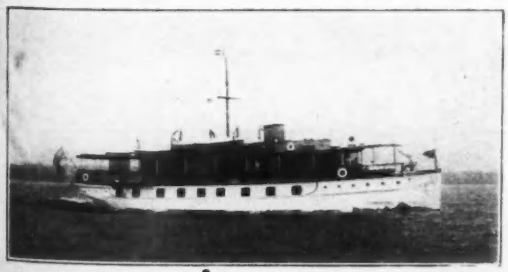
No. 3815—FOR SALE—Attractive fast twin screw 80 ft. power yacht. Two 180 H.P. 6 cyl. Speedway engines giving speed up to 18 miles. 3 single staterooms aft. 2 berths in saloon forward. 1 shower bath and 2 toilet rooms. Completely overhauled 1929. Price low. Cox & Stevens, Inc., 521 5th Ave., New York.



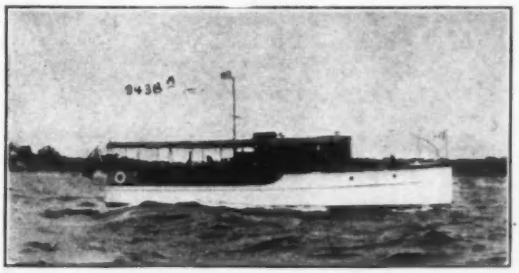
No. 5332—FOR SALE—Modern 85' cruising power yacht, new 1927. Two 6 cylinder 100 H.P. Twentieth Century engines. Speed 13-14 miles. 2 double, 2 single staterooms, 2 baths and toilet rooms. Deckhouse contains dining saloon and living room. Spacious after deck 24' long. Opportunity to purchase a comparatively new boat at a very reasonable figure. Quick action necessary. Cox & Stevens, Inc., 521 Fifth Ave., New York City.



No. 5426—FOR SALE—Fast 65-foot twin screw power yacht, built from our designs 1928. Two 6-cylinder 180 H.P. Winton gasoline motors; speed up to 23 miles. Large deckhouse containing combination lounging and dining saloon; double stateroom; shower-bath and two toilets. Beautifully finished and furnished. Price and further particulars from Cox & Stevens, Inc., 521—5th Ave., New York, N. Y.



No. 4733—FOR SALE:—Modern twin-screw 93 ft. Mathis houseboat, built 1926; speed up to 14 miles; 2 six cylinder 150 H.P. Winton gasoline motors. Accommodations consist of large combined living and dining room in deckhouse, three double, one single stateroom, three baths. Handsomely fitted and furnished. Excellent condition throughout. Price attractive as Owner has just purchased large Diesel Yacht. Cox & Stevens, Inc., 521 Fifth Avenue, New York .

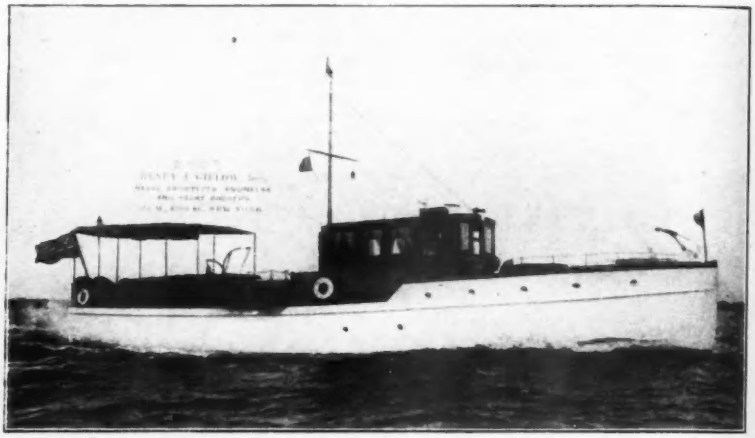


No. 3438—FOR SALE—Bridge deck cruiser 52' x 11' x 3'; Speedway powered to cruise at 14 miles. Owner's accommodations include two double staterooms and two toilet rooms. Sitting room in deckhouse. A splendid boat for North and South cruising. For further particulars inquire of Cox & Stevens, Inc., 521—5th Ave., New York, N. Y.

HENRY J. GIELOW INC.

Designers of America's Finest Yachts

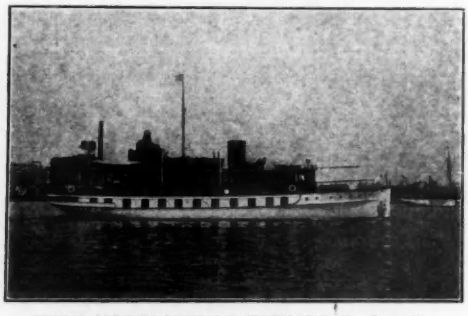
FOR SALE



FOR SALE

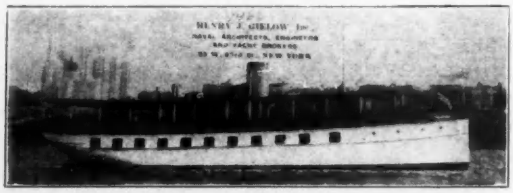
No. 8381—Desirable 50-foot bridge deck cruiser. Dining saloon in deck house. Two double staterooms, bathroom, large galley, good crews quarters. Sterling Motor. All in fine condition. Write us for further particulars.

For Sale or Charter

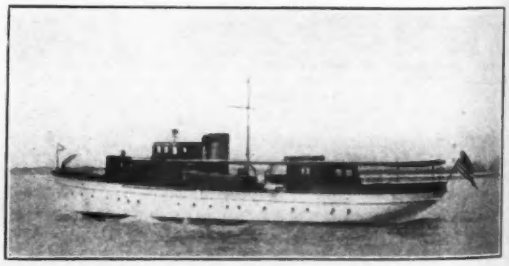


TWIN SCREW CRUISER HOUSEBOAT. Length 93 ft., 6 in. Cruising speed 13 miles. Splendid for Florida or northern waters and a very able sea boat.

What type of boat are you looking for? Those on this page represent but a few of the many yachts that we have listed for sale and for charter. This organization is prepared not only to supply you with the vessel which will exactly meet your requirements but will also arrange for all necessary details pertaining to its operation. Tell us of your desires. It is certain that we can be of material assistance to you.



No. 9963—Opportunity to purchase at a reasonable price 88-foot twin-screw houseboat, best seaboat in any class, finest condition. Four staterooms, sleep seven, three baths. Speed 11 miles. Complete, attractively furnished.



FOR SALE—No. 10507—Desirable 98' twin screw Diesel yacht built 1928. Speed 14-16 miles. Large deck dining saloon. Large after deck with deck shelter. Two double and one single stateroom, bathroom and extra toilet room. Heavy construction and fine seaboat.

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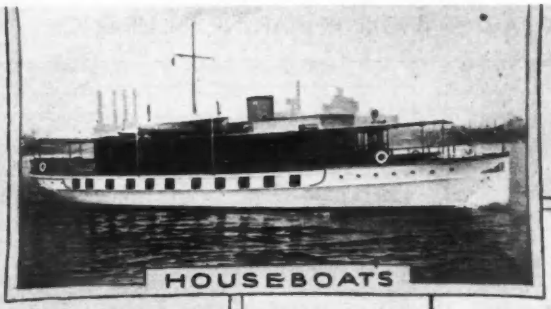
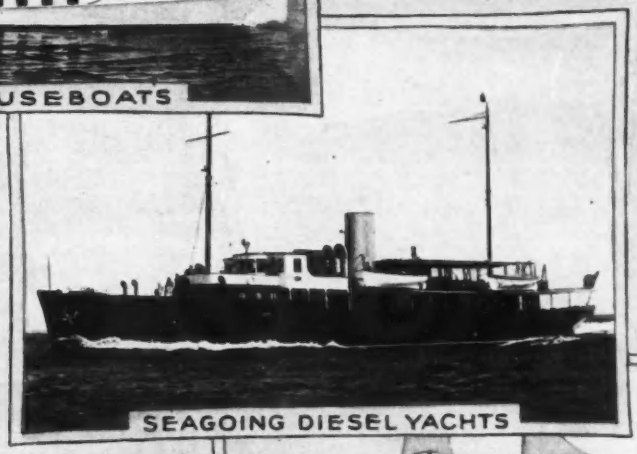
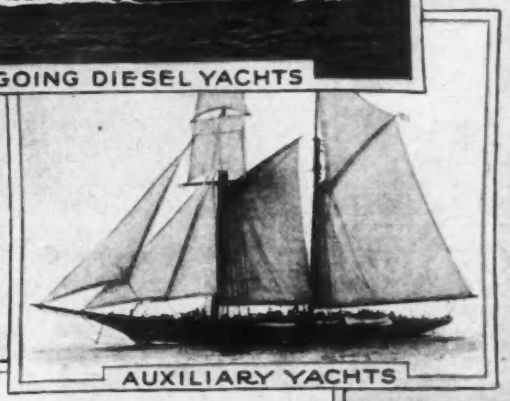
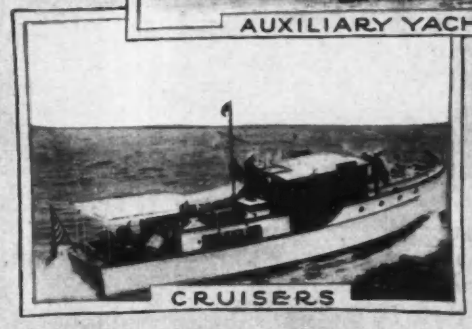
FOR SOUTHERN CRUISING









To those southward bound we shall be happy to furnish complete information on hundreds of yachts and motor boats of every size and type for charter or for sale.

TAMS & KING

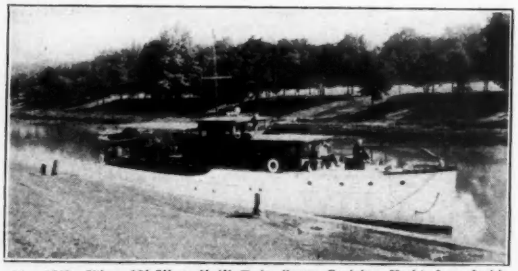
INCORPORATED

250 Park Avenue - - - New York City

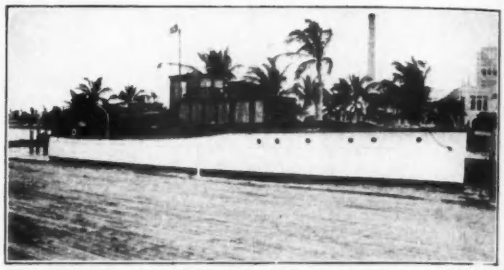
WILLIAM M. ELDRIDGE, Inc.

347 Madison Avenue — Telephone: Murray Hill 0941 — New York, N. Y.

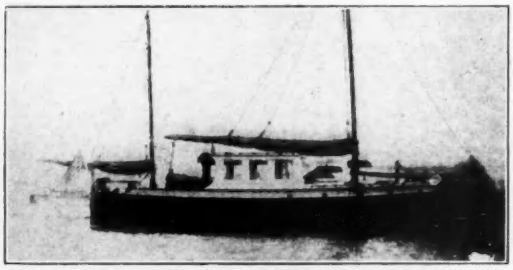
MARINE ARCHITECTS-YACHT BROKERS-MARINE INSURANCE



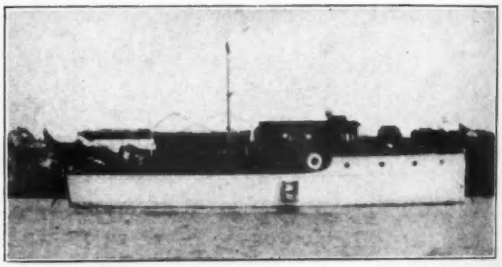
No. 1209—75' x 13'-7" x 4'-4" Twin Screw Cruising Yacht four double staterooms, one bath, three toilets. Sterling powered. Complete to last detail. Built 1928. Owner guarantees in perfect condition. William M. Eldridge, Inc., 347 Madison Avenue, New York, N. Y.



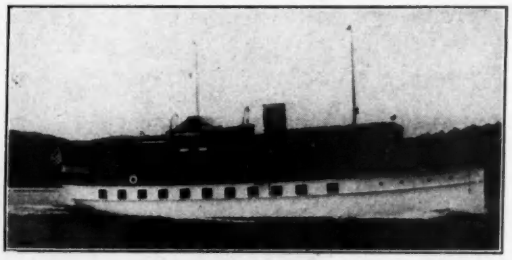
No. 1096—81' x 14' x 4'-6" Cruising Yacht. Two Wintons, 350 H.P. each. Speed 19 Knots. Hull double planked. Two double staterooms. Beautiful deck salon. For full particulars inquire William M. Eldridge, Inc., 347 Madison Avenue, New York, N. Y.



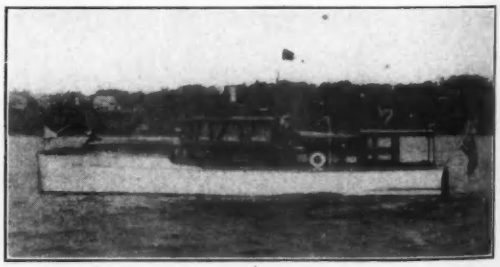
No. 1144—50' x 13'-6" x 5'-6" Hand designed Ketch Rigged Power Cruising Yacht. Sterling motor. Yacht has had best of care. Inquire William M. Eldridge, Inc., 347 Madison Avenue, New York, N. Y.



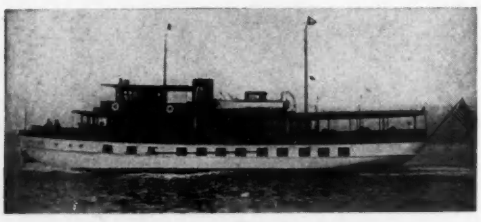
No. 1213—Dawn Cruiser, 45' Nationally known. Enclosed deckhouse, lighting plant, many other extras. Can be purchased at exceptional price. Inquire William M. Eldridge, Inc., 347 Madison Avenue, New York, N. Y.



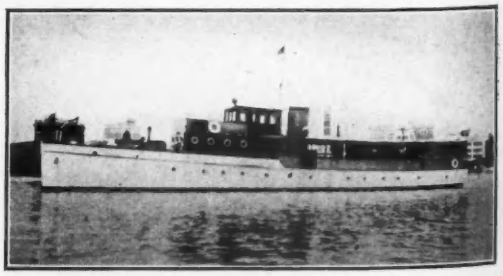
No. 2048—For Charter—87' Cruising Houseboat, three double staterooms, one single stateroom, three baths. One of the most completely equipped yachts of her type. Can be had at an exceptional price for the entire winter. Inquire William M. Eldridge, Inc., 347 Madison Avenue, New York, N. Y.



No. 1083—Hall-Scott powered commuter 45' long. Beautiful cabin forward cockpit. After cockpit arranged for sleeping. Lux Fire system. Cruising speed 25 miles. Inquire William M. Eldridge, 347 Madison Avenue, New York, N. Y.



No. 2016—100' Yacht. Winton powered. Considered the finest of her size and type. Is available for sale or charter. Inquire William M. Eldridge, 347 Madison Avenue, New York, N. Y.



No. 2522—For sale 100' Twin Screw Diesel Yacht in A-I condition. Winton powered. Radio transmission outfit. Grand Piano. Three staterooms, two baths. Inquire William M. Eldridge, Inc., 347 Madison Avenue, New York, N. Y.

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Formerly President of Tams & King, Inc.

11 East 44th Street, New York, N. Y.
Tel. Murray Hill 3126

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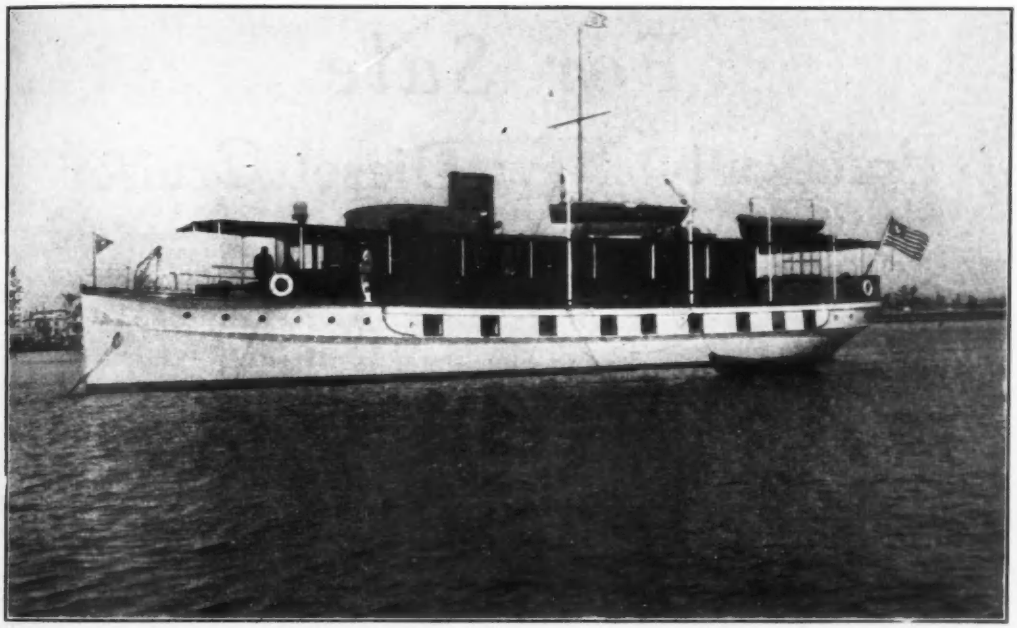
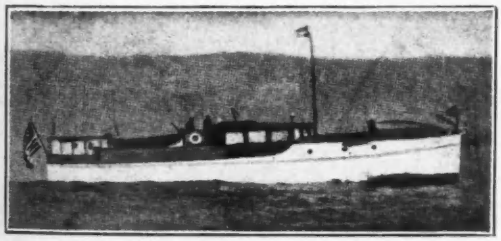
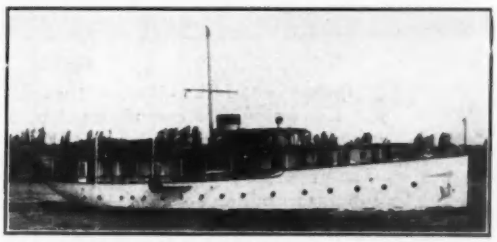


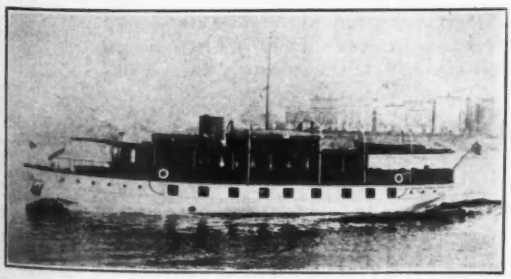
No. 1100—FOR SALE OR CHARTER—Cruising Houseboat—Length o.a. 94′, beam 19′, draft 4′. Powered with two 200 h.p. Winton Diesel engines.



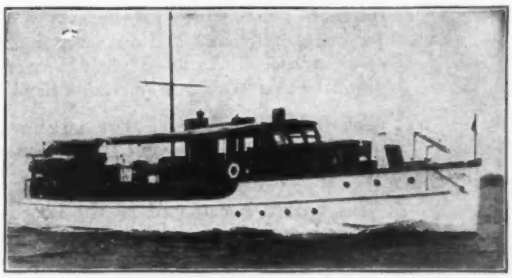
No. 640—FOR SALE—For delivery in Florida. Now in commission. Finest express cruiser of her kind available; length 70′, beam 12′ 6″, draft 3′ 9″. Powered with two 300 H.P. Speedways, cruising speed 23 M.P.H.



No. 902—FOR CHARTER—Steel Diesel Cruiser—Length o.a. 104′ 7″, beam 16′ 10″, draft 6′. Powered with 6-cylinder 170 h.p. Bessemer Diesel engine.



No. 1086—*FOR SALE OR CHARTER—This very attractive houseboat—Length o.a. 93′, beam 18′, draft 4′. Powered with two 6-cylinder 7 x 8 Winton engines. Speed 15 m.p.h



No. 342—FOR SALE—Twin-screw cruiser. Length o.a. 78′, beam 13′, draft 3′ 3″. Powered with two 8-cylinder 5¼ x 7 Speedway motors. Speed 20 mp.h.

***For full particulars, apply to JOHN H. WELLS, Inc., 11 East 44th Street, New York, N. Y.**

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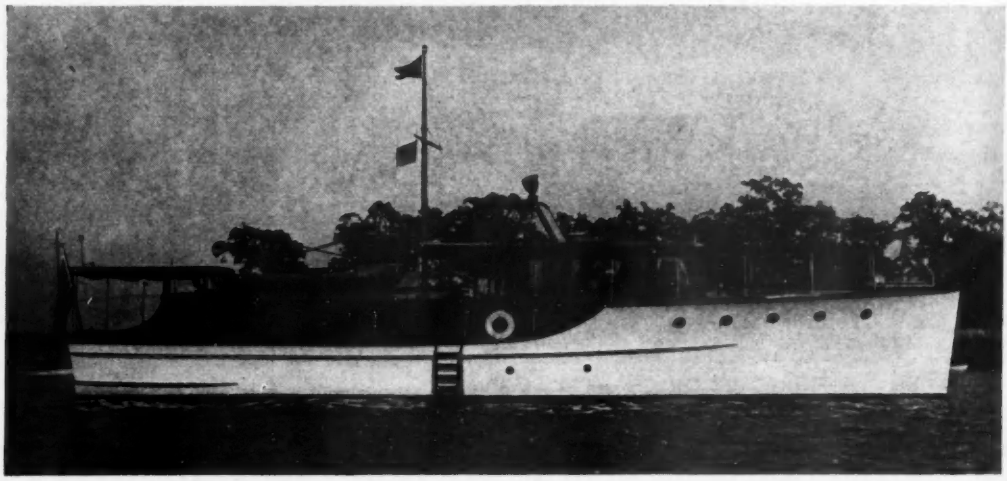
For Sale

Practically New Diesel Cruiser



THE owner of this 55-foot Humphreys Diesel cruiser, delivered the latter part of last season, has commissioned us to build a larger yacht and offers this cruiser for immediate delivery at a very attractive price.

The power plant consists of the latest type light weight Buda Diesel engine, giving a sustained cruising speed of 13 miles per hour. This boat is exceptionally seaworthy and is entirely free of objectionable noise, smoke, odors and vibration. A trial demonstration will convince you.

Her accommodations are truly remarkable for a boat of her dimensions, comprising ample crew's quarters and large galley forward. A mahogany paneled deck house with an extension sofa which can be used as an emergency berth. Aft of this are located three single staterooms and one large double owner's stateroom with bathroom and two owner's toilets. Electric starter and reverse gear controls are carried to the helmsman's position so that boat can be readily handled by one paid hand.

The absolute reliability, 1000 miles cruising range and extreme economy of operation make this cruiser the outstanding offering of the season. Full plans and particulars will be promptly mailed on request.

This cruiser is equipped to the last detail, including china, linen, silver, blankets, etc., and is available for inspection by appointment at the yards of The Humphreys Shipbuilding Corporation, Keyport, New Jersey.

Advertising index will be found on 3rd last page

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NEW YORK CITY
55 West 42nd Street
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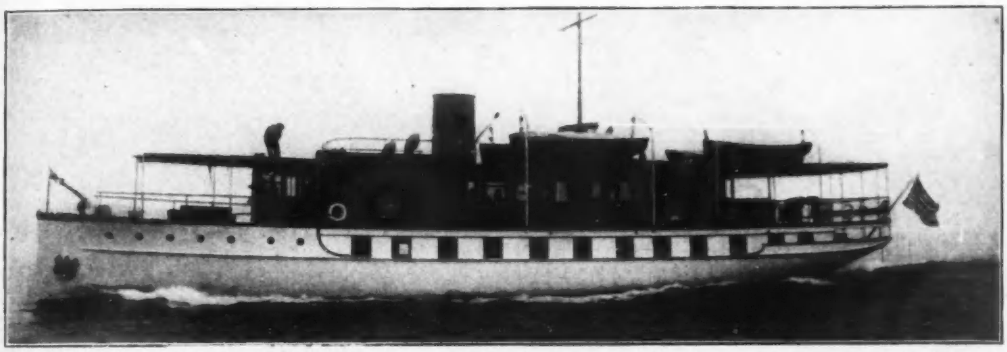
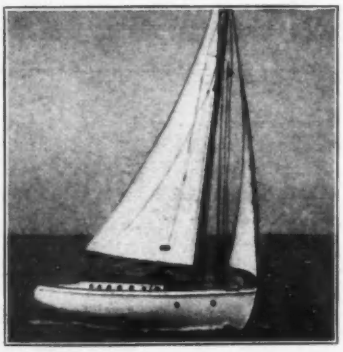
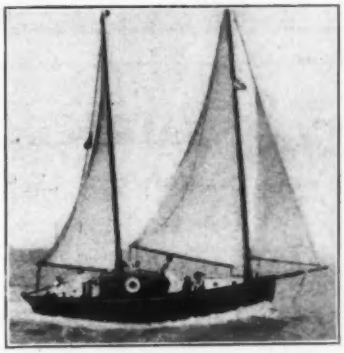
BOATS FOR SALE OR CHARTER



FOR FLORIDA CHARTER—98′ twin screw Mathis House Boat. Four large staterooms, two double and two single, three baths; large dining saloon and living room on deck. Winton engines, hot water heat, Frigidaire. Yacht fully found and up-to-date. For further particulars write—YACHTMEN'S SERVICE AGENCY, 534 REAL ESTATE TRUST BLDG., PHILADELPHIA, PA.

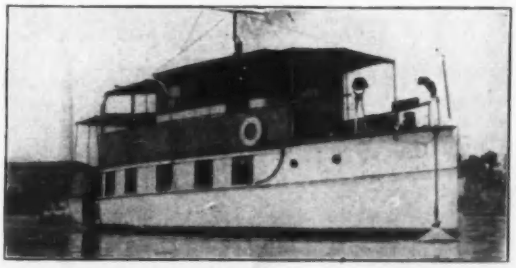


FOR SALE—40′ x 14′ x 4′ 6″ Aux. Sloop—new 1928. Powered with 40 H.P. Lathrop engine. Boat in very best of condition. Ideal for Florida and off-shore cruising. Now in full commission, ready to take you from the cold bleak North to the sunny South. Will sell cheap. All equipment and furnishings the best that money can buy. For further particulars write—YACHTMEN'S SERVICE AGENCY, 534 REAL ESTATE TRUST BLDG., Philadelphia, Pa.



FOR SALE—32′ x 11′ 6″ x 5′ Aux. Ketch. Powered with 4 cylinder 25 H.P. motor. An exceptionally sea-worthy and able boat for off-shore and deep sea cruising. Accommodates six comfortably, and has full headroom. Boat is in A-1 condition, like new. In commission and ready for immediate delivery. For further particulars write—YACHTMEN'S SERVICE AGENCY, 534 REAL ESTATE TRUST BLDG., Philadelphia, Pa.

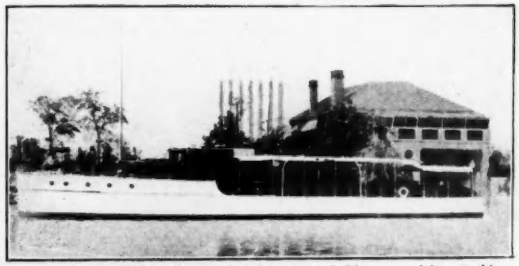
FOR SALE—38′ twin screw Banfield Sea Skiff—1927. Powered with two 140 H.P. each 6 cylinder Scripps engines. Boat is in first class condition. Will sell cheap. Fully equipped, including blankets, linenware and china, dinghy, radio, Lux fire system, compass, ship clock, barometer. Ready for immediate cruise or fishing trip to Florida waters. For further particulars write—YACHTMEN'S SERVICE AGENCY, 534 REAL ESTATE TRUST BLDG., Philadelphia, Pa.



FOR SALE OR CHARTER—45′ Mathis House Boat Cruiser. Completely reconditioned, including new Palmer engine and separate generating plant. Boat refinished inside and out. Mattresses, linens, carpets, and upholstery all new. Complete new galley equipment, including Shipmate stove, victrola, heater for main cabin. In commission, ready for immediate use. For further particulars write—YACHTMEN'S SERVICE AGENCY, 534 REAL ESTATE TRUST BLDG., Phila., Pa.

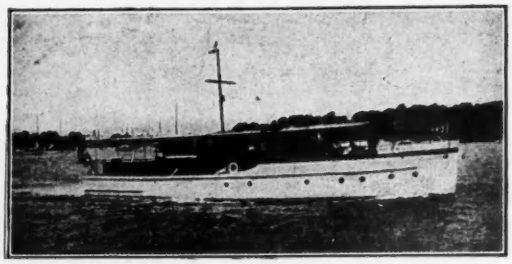
HENRY C. GREBE & CO., Inc.

Wrigley Building: 400 NORTH MICHIGAN AVENUE, CHICAGO—Telephone: Superior 0806
YACHT BROKERS—NAVAL ARCHITECTS

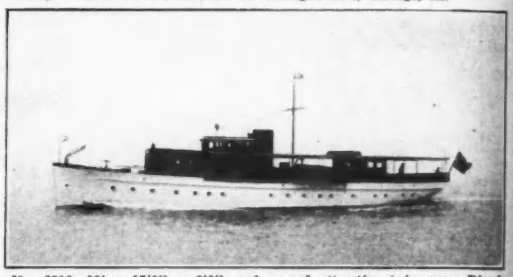


No. 1047—FOR SALE—Beautiful twin screw deckhouse cruising yacht. Fast and able. 84' x 15'6" x 3'4". Very well built by one of the best known yacht builders. Completely equipped and has received best of care. Has three double staterooms, deckhouse dining saloon and enclosed pilot house. Powered with two Speedway engines, giving speed of 16–17 miles. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

No. 876—FOR SALE—Very comfortable twin screw deckhouse cruising yacht. 70' x 13' x 4'3". Well suited to northern and southern water. Roomy deckhouse, enclosed pilot house and large after-deck. Two single and one double staterooms. Powered with two Speedway engines. Price attractive. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 1107—FOR SALE—Twin screw cruiser, 65' x 14'6" x 4'. Two double staterooms, large saloon, two toilets and bath in owner's quarters. Sleeps eight. Sterling engines. Speed, 15 miles. Price attractive. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 2506—98' x 17'6" x 6'6" modern and attractive twin screw Diesel yacht. Recently built of very best construction. Very smooth performance. Excellent seaboat. Generous deck space. Good accommodations. Powered with two 200 H.P. new type Winton Diesel engines. Completely equipped with most modern devices, mechanical refrigeration, automatic fire extinguishing system, etc. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

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Yachts of All Types for Sale and Charter

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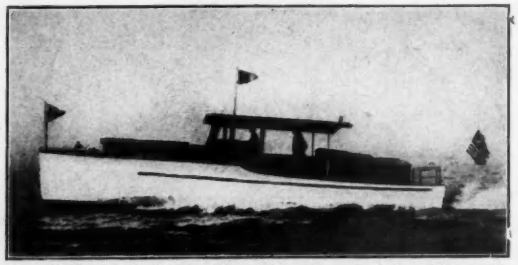
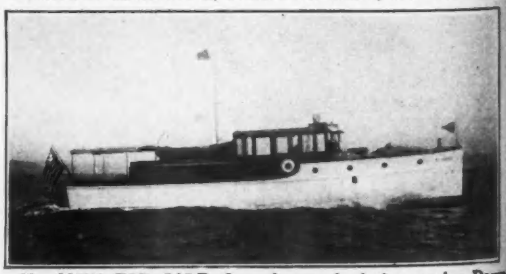
No. M2042—FOR SALE—Twin Screw Mathis Houseboat, 92'x 84'8"x18'x4'. Sleeping accommodations for ten, three baths, Florida delivery. DRAKE H. SPARKMAN, 11 East 44th Street, New York.

No. M3450—FOR SALE—Twin Screw Gas Yacht, 55'x13'6"x3'6", built 1929. Deck saloon, three staterooms, bath and toilet. DRAKE H. SPARKMAN, 11 East 44th Street, New York.



No. M4473—FOR SALE—Elco 36' cruiser, built in 1928, with brand new 100 H.P. Hall-Scott motor, late 1929. Available for inspection in New York City. DRAKE H. SPARKMAN, 11 East 44th Street, New York.



No. M4562—FOR SALE—One of several of the popular Dawn 45' cruisers that we are offering for sale. We will be glad to send complete list of available boats upon request. DRAKE H. SPARKMAN, 11 East 44th Street, New York.

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